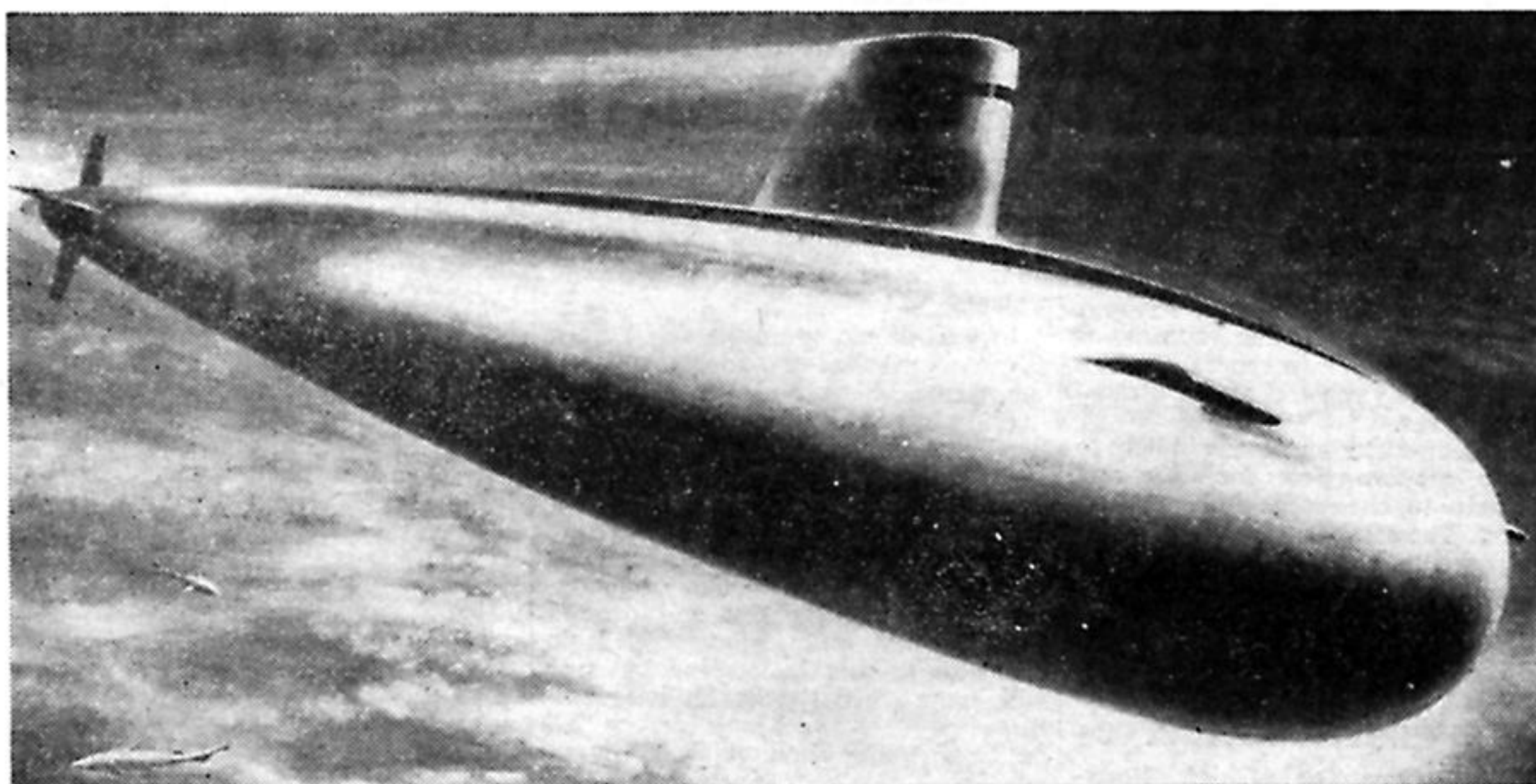


## BRITAIN'S ATOMIC-POWERED SUBMARINE



An officially released impression by an Admiralty artist of H.M.S. M. Dreadnought, the Royal Navy's first nuclear-propelled submarine. A prominent feature of her design is her whale-shaped hull, the near-perfect streamline giving maximum underwater efficiency, while the fin-like conning tower is also aimed at reducing "drag" to the minimum. The Dreadnought's hull will be British built, the main contractors being Vickers-Armstrongs (Shipbuilders) Ltd. A contract for the purchase of a nuclear power unit built in the United States is under negotiation at the present time. The Dreadnought will be capable of continuous high underwater speed and will have a long endurance. Admiral Sir William Davis, Commander-in-Chief, Home Fleet, recently stated: "I attach tremendous importance to the submarine as an anti-submarine weapon. I don't think any of us, even on the naval side, realise the revolution in thinking and naval strategy that the advent of the nuclear submarine has made. It is probable that the motto of the ship will be 'Fear God—Dread Nought.'" The name "Dreadnought" was made famous by the battleship built at Portsmouth in 1906. That ship was of 17,900 tons and of a design which revolutionised battleship construction. She was superior in both firepower and speed to any other ship then afloat, and was described by Lord Fisher as the "hard-boiled egg—because she cannot be beaten"

## U.S. buys 'Charity' for Pakistan

IN a three-nation handover ceremony held in the yard of J. Samuel White Ltd., at Cowes, Isle of Wight, on Tuesday, December 16, H.M.S. Charity was transferred to the Pakistan Navy. The ceremony was three-fold because the ship is being purchased from the Admiralty by the United States of America and handed to Pakistan as part of the mutual assistance programme which the U.S.A. is undertaking for that country. The ship was renamed P.N.S. Shah Jehan.

Commodore Superintendent Contract Built Ships (Commodore R. L. H. Marsh, D.S.O., R.N.) represented the Board of Admiralty in handing the ship to Capt. V. B. Cole, U.S.N.,

representing the United States Navy. Capt. L. H. McAlpine, U.S.N., representing the American Ambassador, in turn handed the ship to Mr. S. M. Khan, Deputy High Commissioner for Pakistan. The renaming ceremony was carried out by Begum Muzaffar Hassan, wife of the Naval Adviser Pakistan.

H.M.S. Charity, a "C" Class destroyer, completed in 1945, was refitted and modernised in 1957 and placed in operational reserve. Further modernisation has been carried out during the current refit at the expense of the United States Government.

## ESCAPED FROM CAR IN LOCK

A CAR in which Commander D. R. Williams, R.N., Lieut.-Commander P. W. K. Heywood, R.N.V.R., and Mr. R. G. Leaf were travelling through Chatham Dockyard, plunged into a lock on November 29.

At the inquest on Mr. Leaf, who was trapped in the car, Commander Williams said when the car went into the water, he kicked at a door and, as it opened, he must have gone out on a bubble of air. Lieut.-Commander Heywood, who was driving, said he must have escaped through a rear door.

## SISTER SHIP OF PORPOISE AND RORQUAL COMMISSIONED

THE third of the Royal Navy's new Porpoise Class of operational submarines was commissioned at the Birkenhead yard of Messrs. Cammell Laird & Co. Ltd., on Friday, December 19. She is H.M.S. Grampus (Lieut.-Cdr. M. P. Seth-Smith, R.N.), sister ship of the Porpoise and Rorqual already in service with the Fleet.

The commissioning service was conducted jointly by the Lord Bishop of Chester, the Right Rev. G. A. Ellison, who conducted the service at the ship's launching in May, 1957, and the Rev. A. B. O'Farrell, R.N., Chaplain of the 3rd Submarine Squadron, which the Grampus will eventually join.

H.M.S. Grampus, which has a complement of six officers and 65 ratings, has a high underwater speed and great diving depth, qualities reflected in the design of her hull and superstructure. Powered by diesel-electric drive from Admiralty standard-range engines, she has short equipment designed to give maximum short-charging facilities even in the roughest sea conditions.

Foam latex mattresses, strip lighting, nylon curtains, laminated plastic and wood panelling contribute to the high living standards achieved in this class of submarines for the ships' companies. Air conditioning maintains an even temperature in both the tropics and polar regions, while a cinema projector and tape recorder helps to combat the boredom of long submerged patrols.

Porpoise Class submarines are 290

feet long and have a beam measurement of 26½ feet. Air and surface warning radar can be operated at periscope depth as well as when surfaced.

## M/S SQUADRON HOME FOR XMAS

H.M. Ships Appleton, Coniston, H. Yarnston, Upton and Wolverton—the 100th Minesweeping Squadron—which have been on patrol around Cyprus for about 10 weeks, returned to Portsmouth and Chatham in December. During the period off Cyprus each ship boarded about 190 small craft in search of arms.

At the recent Home Air Command Women's Royal Naval Service Handicraft Exhibition, Writer Graeme Dunlop (aged 20) made a skirt for his sister. The taffeta skirt had panels of cap tallies and 60 were used. It was modelled by Wren Barr (M.T. Trainee), of H.M.S. Daedalus.

## Portsmouth Honour for Royal Marines

THE Portsmouth City Council unanimously passed a resolution that the Council "do confer upon the Royal Marines the privilege, honour and distinction of marching through the City of Portsmouth to the beat of the drums, with bayonets fixed, and Colours flying." The resolution is in recognition of "their distinguished achievements and magnificent service on sea and land all over the world, and of the long and close association which exists between the Royal Marines and the City."

The Freedom is to be engrossed on vellum and presented on some suitable occasion.

The Royal Hampshire Regiment was accorded the Freedom of the City on May 20, 1950.

Royal Marines everywhere, not only in Portsmouth, are extremely pleased about the honour bestowed upon the Corps and are looking forward to the presentation day.

The Lord Mayor of Portsmouth (Councillor A. L. Blake), who was a war-time officer in the Royal Marines, proposed the resolution which was seconded by the Deputy Lord Mayor (Councillor A. G. Asquith-Leeson). In

supporting the resolution, Alderman Sir Denis Daley, who said he was the most senior ex-Royal Marine present at the Council meeting, and who is a former Lord Mayor of the City, referred to the service given to Portsmouth by the Corps, particularly during the war.

## B.E.M. awards for devotion to duty

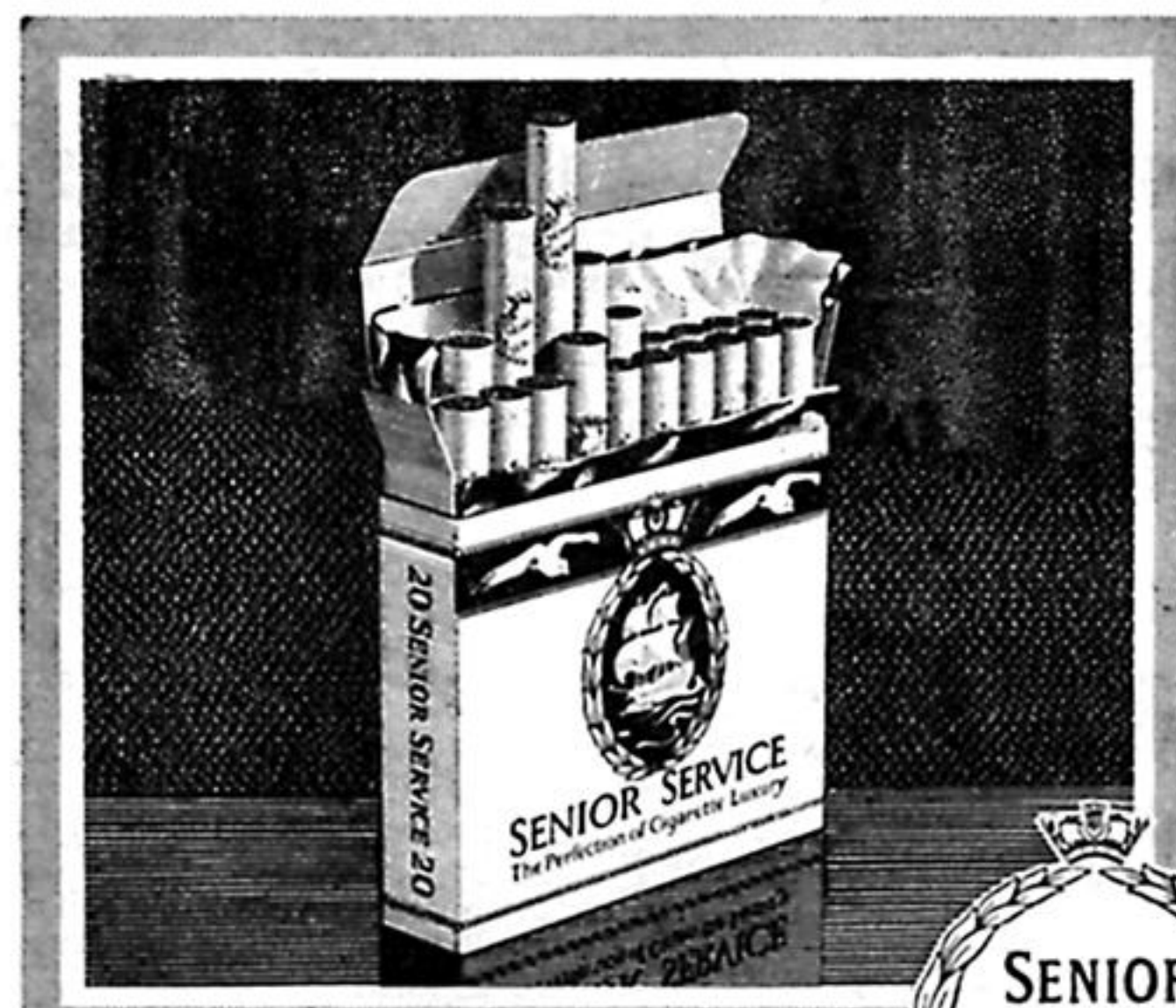
THE Commander-in-Chief, Portsmouth (Admiral Sir Guy Grantham), recently presented British Empire Medals to three chief petty officers, whose awards were listed in this year's Birthday Honours List.

The three men were Mr. C. R. Smith, D.S.M., formerly an officer's chief cook; C.E.A. K. E. J. Corbin, of H.M.S. Collingwood, and C.P.O. C. T. Naish, of H.M.S. St. Vincent.

The awards were for outstanding zeal and devotion to duty: Mr. Smith while serving on the staff of the Commander-in-Chief, Home Fleet; C.E.A. Corbin for service in H.M.S. Undine; and C.P.O. Naish for service in H.M.S. Kenya.

The citations stated that Mr. Smith "is a good cook, a fine example of cheerful enthusiasm and an excellent tutor to his juniors. He ranks among the foremost of those whose exceptional service has maintained the prestige of the Royal Navy." C.E.A. Corbin is "a fine example to juniors and seniors alike," and C.P.O. Naish is "of the highest moral standard, setting an impeccable standard to all."

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## A drafting officer visits Eagle

A NOVEL idea was tried in H.M.S. Eagle before she left the United Kingdom for the foreign service leg of her General Service Commission. The Commodore, Naval Drafting, was invited to send a representative to the ship to talk to the officers and ratings in general terms about drafting and advancement and to deal with some ratings' questions personally. There was a ready response from the Commodore, and one of his Drafting Commanders was sent down from Haslemere while Eagle was at Devonport. Busy as the Commodore, Naval Drafting's staff must be, the experience recommends such a visit by "Draftie" to all ships during the commission. The confidence engendered by this personal and understanding approach justifies it. Furthermore, there may well be a saving in paper work in the long run, while its contribution to the morale of a ship's company makes it a "must."

(See page 8)



## Navy News

EDITOR  
Lieut (S) H. R. Berridge, R.N.(Retd.),  
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### EDITORIAL

THE Queen, during her Christmas broadcast, referred to the "uncertainties and promises" of the forthcoming year. There are thousands of people in England who will certainly claim that the Royal Navy is facing uncertainties. They are profoundly disturbed by our lack of ships and by the apparent inordinate delay in completion of those now being built.

"Britain must have a strong Navy." Throughout the centuries far-sighted men have emphasised this point and surely the need is as great today as it ever was. It is realised that Britain is today one of a team, but unless Britain herself is strong the other members are unlikely to support the team. After all, if a boxer relies on a strong right arm, and that becomes paralysed, the result of a fight becomes a foregone conclusion.

With Britain's heavy commitments throughout the globe the cost of a large modern navy is of course enormous, but it should be regarded as an insurance, the premium of which is small compared with the utter desolation which could ensue.

This "uncertainty" could and should be removed—even at the expense of some of the things we now regard as "essentials," for without freedom there'd be no "essentials." H.M.S. Tiger, the first of the "Tiger" class of cruisers, is due to come into service early in 1959, but the Lion and the Blake are not expected to be ready before 1960. If only we had half a dozen (or more) of these up-to-date ships in commission!

We wish all our readers, contributors and advertisers a Happy New Year. May prosperity attend you all.

### "WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

O shew yourselves joyful before the Lord the King. Let the sea make a noise, and all that therein is: the round world, and they that dwell therein. Let the floods clap their hands and let the hills be joyful before the Lord.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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## TOURIST BOARD FOR MALTA TO BE SET UP

MR. Lennox-Boyd, Colonial Secretary, stated recently that considerable progress had been made towards

### German Navy gets frigate

AT the Newcastle-on-Tyne Naval Yard of Vickers-Armstrongs (Shipbuilders) Ltd., on Tuesday, December 9, the German Federal Navy formally took possession of the second of seven frigates bought from the Royal Navy a year ago.

She is the Actaeon, which was accepted at a short ceremony on behalf of the Federal Ministry of Defence by Regierungsbaudirektor O. Fenselau from Mr. G. H. Houlden, Managing Director of Vickers-Armstrongs (Shipbuilders) Ltd., the firm responsible for refitting the ship. Among those present was Korvettenkapitan A. Zimmermann Naval Attache at the German Embassy in London.

The Actaeon starts her sea trials with a ship's company of seven officers and 69 ratings of the German Navy, and will continue to bear the name she possessed for service under the White Ensign until being commissioned and rechristened in Germany for duty as Cadet training ship at Kiel. She is to be commanded by Fregattenkapitan F. K. Paul and sailed for Bremerhaven on December 18.

The Actaeon, a later Black Swan class of frigate, was completed in July, 1946, by Messrs. John I. Thornycroft & Co. Ltd. The following year she went to South Africa and served with the South Atlantic Squadron based on Simonstown until January, 1953, steaming some 90,000 miles during this period on visits to countries and islands on both the east and west coasts of Africa.

Among the places she visited at that time were the Gold Coast, the Ivory Coast, Gambia, Liberia, the French Cameroons, the Belgian Congo, St. Helena, Tristan da Cunha, Madagascar and Mozambique.

The Oakley, the first of the frigates to be accepted by the Bundesmarine, was taken over at Liverpool on October 2.

the turning over of Malta dockyard to the shipbuilding firm of C. H. Bailey.

A satisfactory agreement had still to be completed, but subject to this, the firm should assume responsibility not later than the end of March this year.

After the transfer the Royal Navy would continue to use Malta as a naval base and the Admiralty would be responsible for it and for some of the functions carried out in the dockyard.

There are about 12,500 local people in the base and dockyard and about half of these would be offered work by the commercial firm. The rest would continue to be employed by the Admiralty.

It is expected that there will be a gradual diminution of the numbers employed by the Admiralty, but up to December, 1962, the numbers in the dockyard and in the naval base are not likely to fall below 11,500.

Mr. Lennox-Boyd also intimated that plans were in hand to provide employment outside the dockyard and in this connection the contract for the development of a deep-water harbour had been let and the contractor expected to be able to report substantial progress by the end of the present financial year.

This deep-water harbour will help to provide modern port facilities and thus help to encourage industry and tourism. The establishment of a Malta Government Tourist Board is envisaged.

### C-in-C inspects Headquarters Reserve

THE Commander-in-Chief, Portsmouth (Admiral Sir Guy Grantham), inspected the Portsmouth Unit of the Headquarters Reserve (R.N.R.) at the Royal Naval Barracks on December 11. Accompanied by Cdr. P. A. Titheridge, R.N.R. (Commanding Officer of the unit), Admiral Grantham said that there were now 11 officers and 115 ratings in the unit, and during Exercise "Shipshape" some officers and men were employed at Fort Southwick. The Commander-in-Chief thanked the Reservists for their enthusiasm and said he had been impressed by their bearing and evident keenness.

## Letters to the Editor

## ARE UNDERSEA BASES POSSIBLE?

SIR,—Many thanks for your kind help. . . .

My home was in Ryde, I.O.W., and when a boy my interests and inclinations were to be in the Navy, but unfortunately I wasn't rugged enough to be accepted. At the age of 10 I knew more concerning the Navy than the average, and could even now write a good description of being taken to the Royal Naval Exhibition in 1891.

The news of the scrapping of so many ships of the Navy is alarming in view of the appalling menace of the Soviet Navy. They are reported to have between 500 and 700 submarines which are, even now, probably covering all trade routes and ports. The operations of the "peaceful" Soviet trawlers and missions should have very close scrutiny, for, in my mind, there is the possibility that they are making undersea bases just outside territorial waters.

Instead of scrapping the small craft, frigates, etc., they should be armed as submarine killers and provided with homing missiles equipped with a warhead like the magnetic mine. Doubtless the scientists could make such a missile which would operate only below the surface thus eliminating surface accidents. I would also have the light craft fitted to carry helicopters which could detect and drop a lethal packet on a submarine. I do not wish to sound alarming but war will come when the Soviet has completed its plans and I look for one "all out" paralysing blow which will leave no time for preparation or to build anything. That is why the scrapping of the small craft seems suicidal to me.

I think that today we face the most serious time in the world's history. The Soviet, with its ideas of world domination, will leave nothing to chance. I think the free world should get up a "war-time speed" and equip these ships to deal with this potential submarine menace. The time, I am sure is running out. I could be wrong, but was proved correct before August 4, 1914.

H. ESCOTT.  
Montgomery Road, R.R.2.,  
New Westminster, B.C.

## NAVY NEWS IN AUSTRALIA

SIR,—My brother—R. L. Maguire, who is vice-chairman of the Enfield Branch, R.N.A., posted me a copy of NAVY NEWS and I was quite surprised and interested in an article on page 5 of July, 1958, issue regarding Admiral Sir Phillip V. Enright. I myself am an ex-Greenwich Royal Hospital School boy—about the same time as Admiral Enright. An Admiral and also a knighthood from the lower deck is a rarity, so I would, if possible, like very much to hear how this happened and any further information you could give me. Myself—I transferred to the R.A.N. after the 1914-18 War and finished up P.O. Tel., and have been out here now nearly 40 years—so am nearly a local lad now! Congrats. on the NAVY NEWS—this is the first copy I've seen, but from now on my brother will be posting them out to me. If you have a spare corner in your "N.N." one of these days you might please mention that J. Maguire—Ex 5.10 G.R.H.S.—is still going strong and wishes all the "old boys" all the very best, etc. — Yours faithfully, J. MAGUIRE, Main Road, Fennells Bay, N.S.W., Australia.

## MEMBERSHIP OF TRADE UNIONS

ADMIRALTY Fleet Order 2890/58 states that the Admiralty has arranged for trade union recognition of certain Service trades in order to assist ratings who are nearing their date of discharge and wish to enter civil life as members of a trade union. A rating may join the appropriate union as a subscribing member while he is still in the Service, but may not assume any obligation to the Union (beyond payment of subscription) while he remains in full-time service. Lists of ratings and other ranks recognised by trade unions are given in the Admiralty Fleet Order.

## ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

### SUBMARINE COMMAND

H.M.S. Grampus, December, 1958, at Birkenhead for service in the Faslane Squadron.  
H.M.S. Sentinel, January, 1959, at Chatham for service in Portland Squadron.  
H.M.S. Narwhal, February, at Barrow for service in the Faslane Squadron.  
H.M.S. Token, February, at Devonport for service in the Malta Squadron.

### GENERAL

H.M.S. St. Bride's Bay, January 30, at Singapore, for Foreign Service (Far East).  
H.M.S. Cavalier, January 9, at Singapore, for Foreign Service (Far East).  
H.M.S. Maryton, January 5, at Hythe for Local Foreign Service (Mediterranean). (Crew ex Lullington).  
H.M.S. Messina, January 6, at Chatham, for Foreign Service.  
H.M.S. Venus, January 20, at Devonport for trials.  
H.M.S. Loch Fyne, January 27, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.  
H.M.S. Daring, January 20, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.  
H.M.S. Dainty, January 20, at Portsmouth for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.  
H.M.S. Defender, January 20, at Chat-

ham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Bossington, January 27 at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.  
H.M.S. Sheraton, January 27 at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.  
H.M.S. Whirlwind, January, at Malta for Local Foreign Service. (Refit complement).  
H.M.S. Caprice, February 17, at Glasgow, for Foreign Service on Far East Station.  
H.M.S. Chaplet, February 17, at Portsmouth for Home Sea Service. U.K. Base Port, Devonport.  
H.M.S. Battleaxe, February 17, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.  
H.M.S. Troubridge, February 25, at Portsmouth for General Service Commission (Home/West Indies). U.K. Base Port, Portsmouth.  
H.M.S. Crossbow, February 26, at Chatham, for trials (Part General Service Commission complement).  
H.M.S. Vidal, February 17, at Chatham, for General Service Commission. U.K. Base Port, Chatham.  
H.M.S. Delight, February 24, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.  
H.M.S. Gravelines, end February, at Devonport for trials.  
H.M.S. Tiger, March 17 at Clyde, for Home Sea Service trials. U.K. Base Port, Portsmouth.  
H.M.S. Burnaston, March 9, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Hickleton).  
H.M.S. Enterprise, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.  
H.M.S. Egeria, March, at Cockenzie, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.  
H.M.S. Yaxham, March, at Hythe, for Home Sea Service (50th M.S.S.). U.K. Base Port, Rosyth.  
H.M.S. Malcolm, March 1, for Home Sea Service (Fishery Protection). U.K. Base Port, Rosyth.  
H.M.S. Laymoor, April at Renfrew for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Puncheston, April, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Kildarton).  
H.M.S. Girdle Ness, April 28 at Devonport, for Local Foreign Service (Mediterranean).  
H.M.S. Bermuda, April 30 at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.  
H.M.S. Monckton, April, at Rosyth, for Home Sea Service (Vernon Squadron vice Beachampton). U.K. Base Port, Portsmouth.  
H.M.S. Crane, April 30 at Singapore for Foreign Service (Far East).  
H.M.S. Crossbow, April 21 at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.  
H.M.S. Rocket, May 5, at Portsmouth, for trials.  
H.M.S. Shavington, May 11, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Dufton).  
H.M.S. Belfast, May 12, at Devonport, for Foreign Service (Far East).  
H.M.S. Layburn, May, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel).  
H.M.S. Loch Killisport, May 12, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.  
H.M.S. St. James, June at Devonport for trials.  
H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham. Home Base Port, Rosyth).  
H.M.S. Leverton, June, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Thankerton).  
H.M.S. Whitby, June, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Rosyth.  
H.M.S. Zest, June, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.  
H.M.S. Eastbourne, June, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Dalrymple, July, at Devonport for General Service Commission. U.K. Base Port, Devonport.

H.M.S. Scorpion, July, at Chatham, for trials. (Part General Service Commission complement).  
H.M.S. Torquay, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.  
H.M.S. Salisbury, July, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.  
H.M.S. Scarborough, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.  
H.M.S. Tenby, July, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.  
H.M.S. Loch Insh, July, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.  
H.M.S. Tiger, July, for General Service Commission.  
H.M.S. Chevron, August, at Rosyth, for trials.  
H.M.S. Puma, August, at Devonport, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Devonport.  
H.M.S. Protector, August, at Portsmouth, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Portsmouth.  
H.M.S. Wakeful, August, at Portsmouth, for Home Sea Service (Portsmouth Squadron vice Starling). U.K. Base Port, Portsmouth.  
H.M.S. Scorpion, August, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.  
H.M.S. Verulam, August, at Devonport, for Home Sea Service. U.K. Base Port, Portsmouth.  
H.M.S. Carysfort, September, at Portsmouth, for Foreign Service (Far East).  
H.M.S. Albion, September, at Portsmouth, for General Service Commission. U.K. Base Port, Portsmouth.  
H.M.S. Cavendish, October, at Devonport, for Foreign Service (Far East).



## Leading sea cadet petty officers in country

THE "Cornwall" Medal has been awarded to Cadet P.O. R. Graham, of the Edinburgh "Beatty" unit. The "Patrick Pollock" memorial prize has been won by Cadet P.O. A. E. Damen, of the Weymouth unit.

These awards are made annually as first and second prizes to the two cadets gaining the highest marks in the country in the examinations for cadet petty officer which are conducted by Royal Navy personnel in naval establishments or ships.

The Sea Cadet Corps championships in football, boxing, swimming and shooting, and the national regattas organised by the Sports Council, will be conducted next year on similar lines to those which operated so successfully in 1958.

### BOXING

The National Boxing Championships, with the conditions approved by the Amateur Boxing Association, will provide for 25 weights ranging from 7 st. for the lightest 15-year-olds to 11 st. 11 lb. for the heaviest 17- to 18-year-old cadets.

The dates and venues of the principal events are: January 10, Midland Area Championships at Birmingham;

January 16, Scottish Area Championships at Glasgow; January 17, London Area semi-finals at Dulwich Unit; January 17, Western Area Championships at Cardiff; January 17, North-East Area Championships at Derby; January 17, Southern Area Championships at Dartford; January 22, London Area Championships in London.

### FOOTBALL

The National Trophy will be awarded to the unit (representing its area) which during the season wins a knock-out competition. The dates of the leading events are: January 31, Western Area Final at Corsham, Wiltshire; February 8, Southern Area Final at Guildford; February 14, Scottish Area Final at Glasgow; February 14, Midland Area Final at Hitchin; February 15, London Area Cup Final at Greenwich; February 22, North-East Area Final at Nottingham; March 6-8, Sea Cadet Corps Southern quarter- and semi-finals at Greenwich, when in the quarter-final Western meet London, and Southern meet Midland; March 13-15, Sea Cadet Corps Cup Northern quarter- and semi-finals at Liverpool, when Northern Ireland meet North-East, Scotland meet North-West; April 19, London Area inter-district finals in London; April 25, Sea Cadet Corps Cup Final at Kettering.

## CUSTOMS OFFICERS REQUIRED

ADMIRALTY Fleet Order 2982/58 gives details of opportunities for officers and men to compete in an open competition for about 100 appointments as officers of Customs and Excise Department. The written examinations will be held on March 10 and 11, 1959, at various centres in the United Kingdom and overseas. Those who are successful in the written examination will be called for interview in the United Kingdom in May, 1959. Applications are required by January 8, 1959.

## Motoring Notes

## AVOIDABLE TROUBLES

THESE being the first motoring notes for the New Year, may I wish all Naval motorists good motoring and freedom from trouble throughout 1959.

### AVOIDING TROUBLE

Although trouble on the road can take a variety of forms most of them are completely avoidable. I suppose the greatest calamity which can befall one is a breakdown at night after all garages have closed and the road patrols have gone home. Unfortunately it always seems to happen to those people who are ill-prepared, without tools or a tyre pump, often without a jack and seldom with such a thing as an electric torch. Unfortunately, not for the chap who breaks down, but for the individual who happens to be motoring on that particular road and who has to use his equipment and time to get his fellow motorist out of trouble.

Those of you who are in the habit of driving around without being properly equipped, without a torch or elementary tools, with flat batteries and dud tyres, etcetera, might spare a thought and do something about equipping yourselves properly. Even the £100 "banger" seldom gives trouble if it is properly looked after.

### WINTER DRIVING

So far this winter we have had a fair share of fog but little frost or ice in the South of England. By the law of averages we still have some pleasures in store.

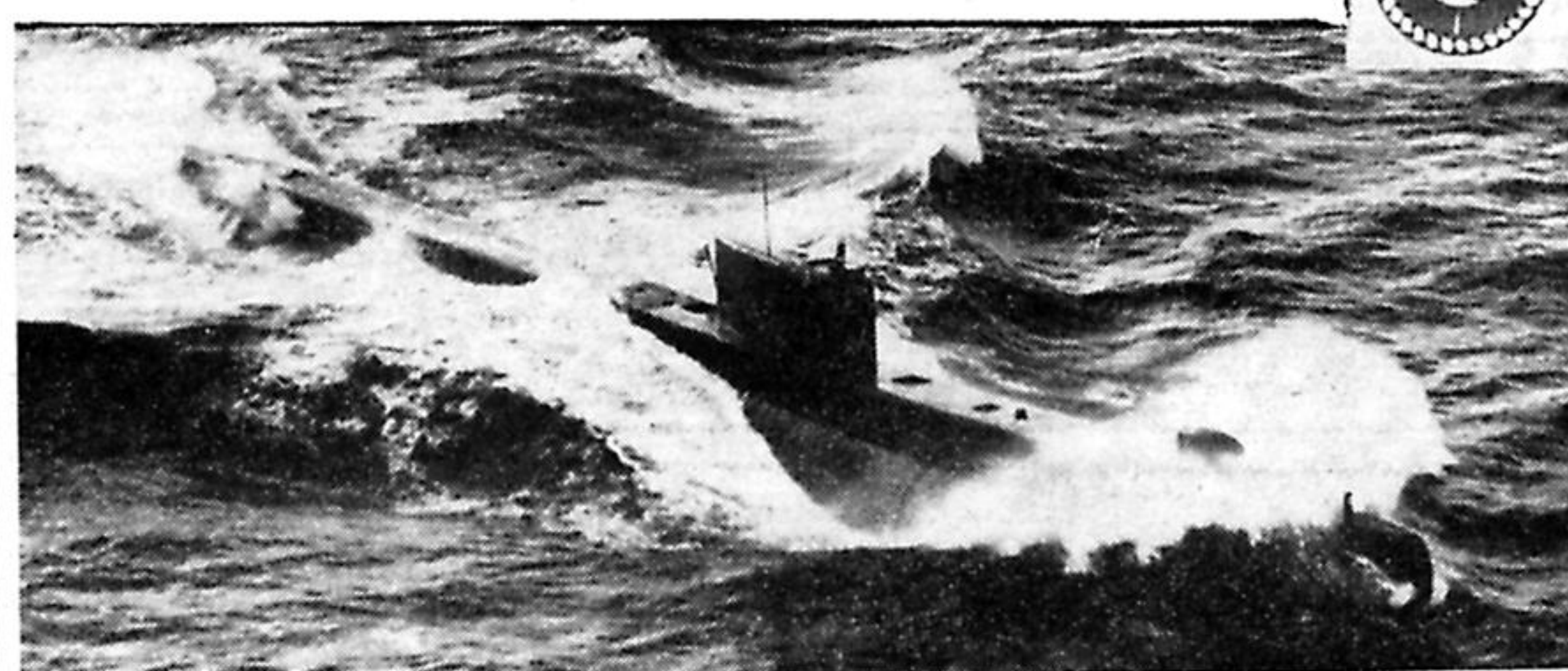
The experienced motorist can nearly always beat the weather. Here are a few tips to help you along.

In fog or mist use your windscreen wipers. If they smear the screen at first, stop for a moment and wipe the screen with your chamois leather, not forgetting to wipe the edge of the wiper blades at the same time. If your car has a screen demister, use it, otherwise keep the inside of the screen clear with your chamois, an article no motorist should be without. It is also wise to put your lights on so that others can see you.

On frozen roads, drive with a fairy foot and refrain from heavy acceleration and braking. Use as high a gear as possible so as to restrict engine power.

(Continued on page 7, column 2)

## SHIPS OF THE ROYAL NAVY No. 40 H.M.S. EXPLORER



BUILT by Messrs. Vickers-Armstrongs (Shipbuilders) Ltd. at Barrow-in-Furness, H.M.S. Explorer (780 tons standard, about 1,000 tons submerged) is a high-speed type experimental submarine. The propulsive machinery is of novel design, employing high-test peroxide.

The ship was launched on March 5, 1954, and completed November 28, 1956, and she serves to provide experience in the operation of her diesel-electric-turbine combination, and as a fast underwater target to train surface

forces in the tactics which would be required to destroy submarines with high underwater speeds. She has long endurance, is well streamlined and most of her superstructure fittings are retractable. Her speed is more than 25 knots submerged and she has a crew of seven officers and 42 ratings.

The main propelling machinery consists of turbines supplied with steam and carbon dioxide produced by burning diesel oil in an atmosphere

of steam and oxygen formed by the decomposition of high-test hydrogen peroxide. She is thus able to deliver full power when completely submerged, and independent of atmospheric oxygen. The conventional means of propulsion at lower speeds are provided by diesel for surface passages and on main motors supplied by batteries when submerged. Explorer is officially believed to be the fastest submarine in the world.

## SCIENTIFIC FICTION TO SCIENTIFIC FACT

### 'PLANE' JANE ENTERS 50th YEAR

THE latest edition of that indispensable book on aircraft, "Jane's All the World's Aircraft," now about to enter its 50th year, is "being published at a time when the world's airlines are

poised on the threshold of the so-called jet age. Some 450 large jet-liners are on order for delivery for 1959 and 1960."

Britain established a new "first" with the inauguration by B.O.A.C. of scheduled jet services across the Atlantic with the Comet IV, with Pan-American World Airlines with its Boeing 707 very close behind.

The compiler and editor, Mr. Leonard Bridgman, states in his preface that "the year just passed has seen space flight develop from science fiction to science fact." Much has been learned about conditions in inter-planetary space and developments are taking place which will enable men to follow the paths of the sputniks, one of which now in orbit, an American one, is expected to encircle the earth for the next 200 years.

### SIX-JET BOMBERS

Due mainly to Russian security measures, details of Russia's aircraft and missiles are naturally scanty when compared with the amount of information given in respect of aircraft of other countries, but the editor writes, however, that "confirmation has been received that a new six-jet delta-wing bomber with intercontinental range is going into operational service." The NATO code name for this aircraft is the "Boulder," and it has a speed of twice that of sound.

Last year's edition contained only 12 pages on missiles, but this year the section has been greatly enlarged and now covers 36 pages with 73 illustrations, all of which are new.

"Jane's All the World's Aircraft," published by Sampson Low, Marston & Co., Ltd., at 105s., is, as always, a splendid production. The aeroplane section alone contains 349 pages and there are 762 illustrations, 50 per cent. of which are new. This book is indispensable to all those interested in aviation.

### Deeply Appreciated

SIR,

My heart was deeply touched by the pitiful cry from your motoring correspondent in December's NAVY NEWS! I am hastening to forward these few lines in the hope that they may help to raise him from his slough of despond, and bring a feeble smile to his despairing countenance!

Although I do not possess a car, and have no particular concern with motoring, I always read his articles with the greatest of interest. I often find in them a lot of information which is not only of general interest, but which I try to remember for the benefit of my motoring friends. Not only this, but I am always struck by the broad-minded way in which he deals with his subject—"without fear or favour"—and by the friendly consideration for his fellow-drivers which is always so noticeable. As I have no reason to feel that my views are in any way unique, I think that Mr. Marsh can rest assured that his literary efforts are indeed widely and deeply appreciated.

JOSEPH W. KNIGHT

War memorial in Pembroke Alta, Rear-Admiral Sir Charles large about to return the call

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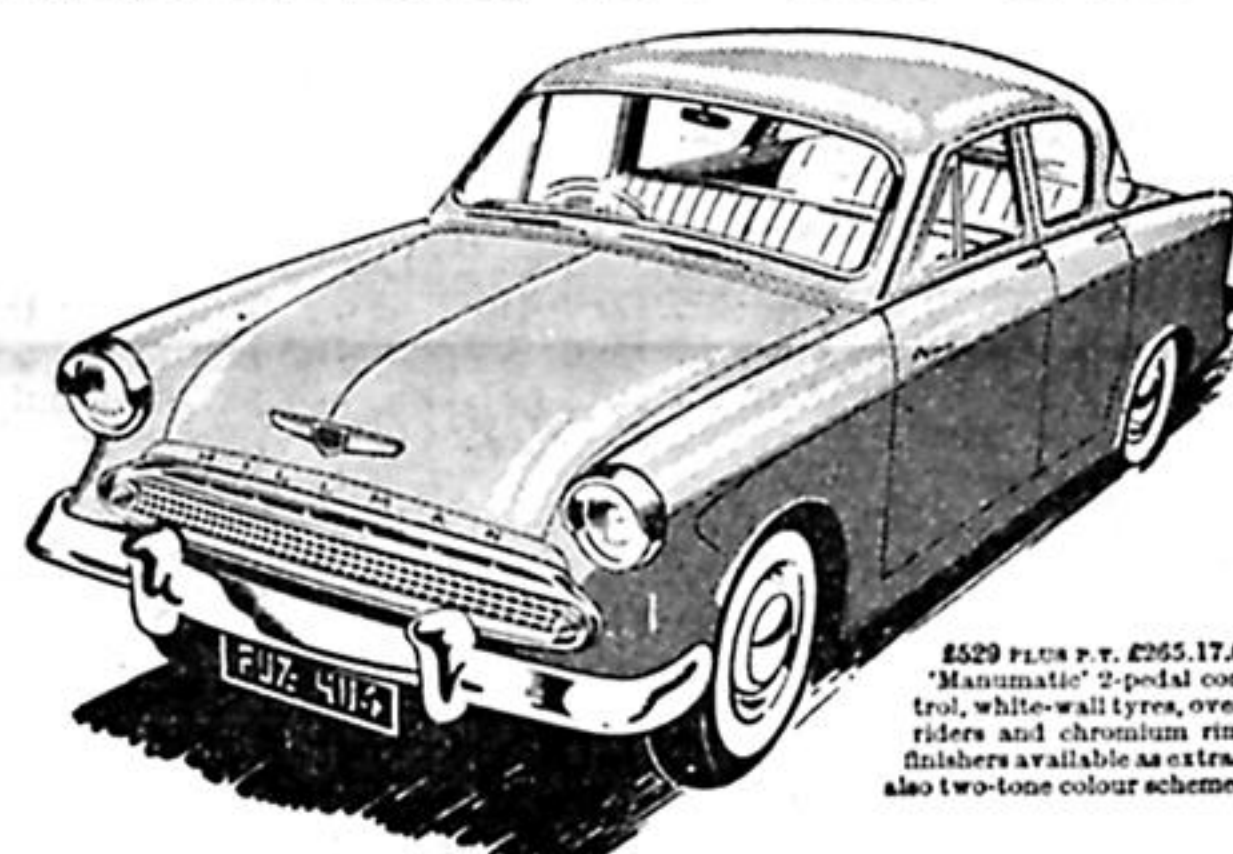
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## visits Leopard

THE First Sea Lord (Admiral of the Fleet Earl Mountbatten of Burma) visited Portsmouth on December 19 and paid an informal visit to H.M.S. Leopard, recently completed in H.M. Dockyard, Portsmouth.

The Leopard class, viz., Leopard, Jaguar, Lynx and Puma, are anti-aircraft frigates designed primarily for the protection of convoys against aircraft and will also serve as a medium type of destroyer in offensive operations.

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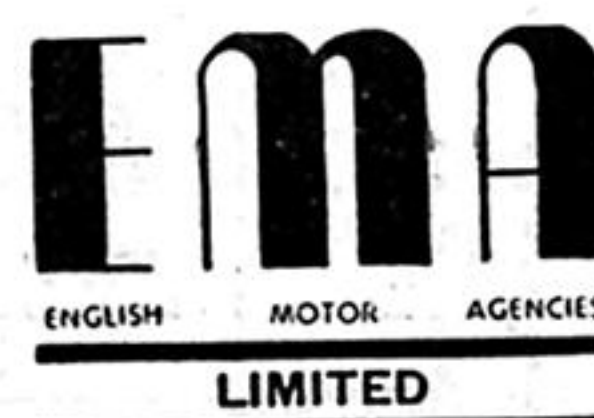
See also HILLMAN MINX CONVERTIBLE, MINX SPECIAL SALOON and the DOUBLE-DUTY HILLMAN HUSKY.

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## W.R.N.S. BUILDING UP TEAMS FOR 1959

THIS is the "quiet time" as far as competitive sport is concerned, but it does not mean inactivity. All commands have been busy building up teams for their trials in the New Year, and between January and March inter-command badminton, hockey and netball will be played as well as inter-service squash, hockey, netball and rifle shooting. With Easter so early, this is a very crowded programme and one cannot help feeling thankful that only hockey is played out of doors or the weather would no doubt cause considerable chaos.

Of the winter games, only the Open and Inter-Command Squash Championships have been played so far. Third Officer S. Hogg, a comparative newcomer to the Service, won the individual championship. Air Command won the Inter-Command tournament by only one game, being equal in matches to Plymouth Command. Plymouth has never won this cup and whilst congratulating the Air Command on yet another victory, many, including sporting members of the Air Command, were secretly (some openly) hoping for a victory for the West Country. Squash, together with badminton, will be played at inter-Service level in 1959 for the first time since 1952 and one hopes that the three Services will be as closely matched in these sports as they now seem to be in all others. The inter-

Service badminton will not take place until April and after Easter because of shortage of time.

In congratulating Third Officer Hogg on her personal victory in the squash (she has, incidentally, in only one year's service already obtained Service colours in hockey, tennis and squash—and might well have had cricket, too, had she had time!), it is with regret we hear of the pending departure from the Service of Chief Wren Fallows, the holder, better known to many as Chief Wren Mehew. She will be very much missed in sporting circles for she too has her colours in cricket and hockey and would have undoubtedly achieved them in squash, too. Everyone would wish her many years of happy married life and at the same time hope that we can find another such stalwart full-back to defend the Service hockey team and protect the poor goalkeeper next March.

The inter-Service cricket, which was about to take place as we went to press last September, was won by the R.A.F., who thus won all the 1958 inter-Service trophies except the diving and the fencing, both won by the Navy. In these circumstances one almost wishes the Army luck in 1959—but only if the Navy cannot win!

### DUCHESS TO PAY OFF

THE leader of the Fifth Destroyer Squadron, H.M.S. Duchess, has returned to Portsmouth to pay off and long refit. The ship, commanded by Capt. J. P. Seatchard, R.N., who was formerly on the staff of the Commander-in-Chief, Portsmouth, is a Daring-class destroyer which commissioned in August, 1957, for a General Service Commission.

The first part of the commission was spent in the Mediterranean during which, in addition to taking part in fleet exercises, the ship spent six weeks standing by in the Eastern Mediterranean during the Lebanese crisis.

Duchess joined the Home Fleet for the autumn cruise and has been exercising in the Bay of Biscay.

Bowlands Royal Naval Maternity Home is once again in the news. The Portsmouth Executive Council of the Health Service has decided to support the local Medical Committee in its efforts to get the National Health to take over the home.



Ready buyers at the Christmas decorations stall

### WIFE OF DEPUTY LORD MAYOR OPENED FAIR

THE Christmas Fair of the North End Branch of the Friendly Wives, held in Fisher Hall, Whale Island, on December 2, was a great success.

Mrs. Asquith-Leeson, wife of the Deputy Lord Mayor, was introduced by Mrs. Martell, who also expressed her thanks to Mrs. Higham and her helpers for all the hard work they had put in organising the bazaar. Mrs. Asquith-Leeson then declared the Fair open and was presented with a Christmas floral arrangement by Miss Kay Smith.

Fisher Hall looked very gay and Christmassy decorated with bunches of greenery, holly and balloons. Mrs. Dewar, dressed in mob cap and shawl, sold handkerchiefs from the lighted Christmas tree, next to which was the

Christmas decorations stall presided over by Mrs. Callahan, who did a roaring trade.

The other stalls, well laden, formed a square in the centre of the hall and comprised gifts, provisions, cakes and white elephant. There was also a hat bar which was very popular.

Mrs. Hastie did hand readings and the bottle stall, run by the Rev. P. Brierley and Commander P. Higham, was a great attraction. Mrs. Marchment's table was a great draw. Among the lucky winners of the many lovely prizes were: Mrs. Funnell, Mrs. Brown, Mrs. Doig, Mrs. Dimmock, Lieut.-Commander Hignam and Lieut. Sherwin.

Music during the afternoon was provided by three Royal Marine musicians. The final result of the fair was very gratifying, and donations will shortly be sent to several local charities.

On December 9, 35 members went by coach to London on a spending spree, for Christmas shopping, ending up with the show "Large as Life" at the Palladium.

The North End branch is hoping to welcome many new members to the branch in the new year. Particulars from Mrs. Hussey (Hon. Sec.), Portsmouth 33312.

### Recent Film Releases

"A Night to Remember," maritime melodrama, Kenneth More, Michael Goodlife, Honor Blackman. "Don't Go Near the Water" (colour, CinemaScope). Service comedy, Glenn Ford, Gia Scala, Fred Clark. "Harry Black" (colour, CinemaScope), adventure melodrama, Stewart Granger, Barbara Rush, Anthony Steel. "Gunman's Walk" (colour, CinemaScope), western, Van Heflin, Tab Hunter, Kathryn Grant. "I Was Monty's Double," war-cum-espionage melodrama, John Mills, Cecil Parker, M. E. Clifton-James. "Next To No Time" (colour), comedy, Kenneth More, Betsy Drake, Roland Culver. "The Gun Runners," adventure melodrama, Audie Murphy, Eddie Albert, Patricia Owens. "The Sheepman" (colour, CinemaScope), western, Glenn Ford, Shirley Maclaine, Leslie Neilson.

### FLYING HOME FOR WIFE'S CONFINEMENT

BECAUSE his wife lost her first baby two years ago, and on her doctor's advice, the Admiralty is letting Geoffrey Green, a radar mechanic in H.M.S. Albion, fly home to London-derry, where Mrs. Green is expecting a baby.

H.M.S. Albion is now in service in the Far East.

### 'Sinbad the sailor'

THE Dramatic Section of the Sports and Social Club of the Constructive Drawing Office, Portsmouth Dockyard, is presenting "Sinbad the Sailor" this season.

The pantomime is to be held at the Victory Theatre, R.N. Barracks, Portsmouth, from January 20 to 24 at 7.15 p.m. with a matinee on Saturday, January 24, at 2.30 p.m.

Tickets may be obtained from Mr. W. Hunt, Construction Drawing Office (Phone 22351, ext. 2052) at 4s. 6d., 3s. 6d. and 3s. (Children under 14, half price).

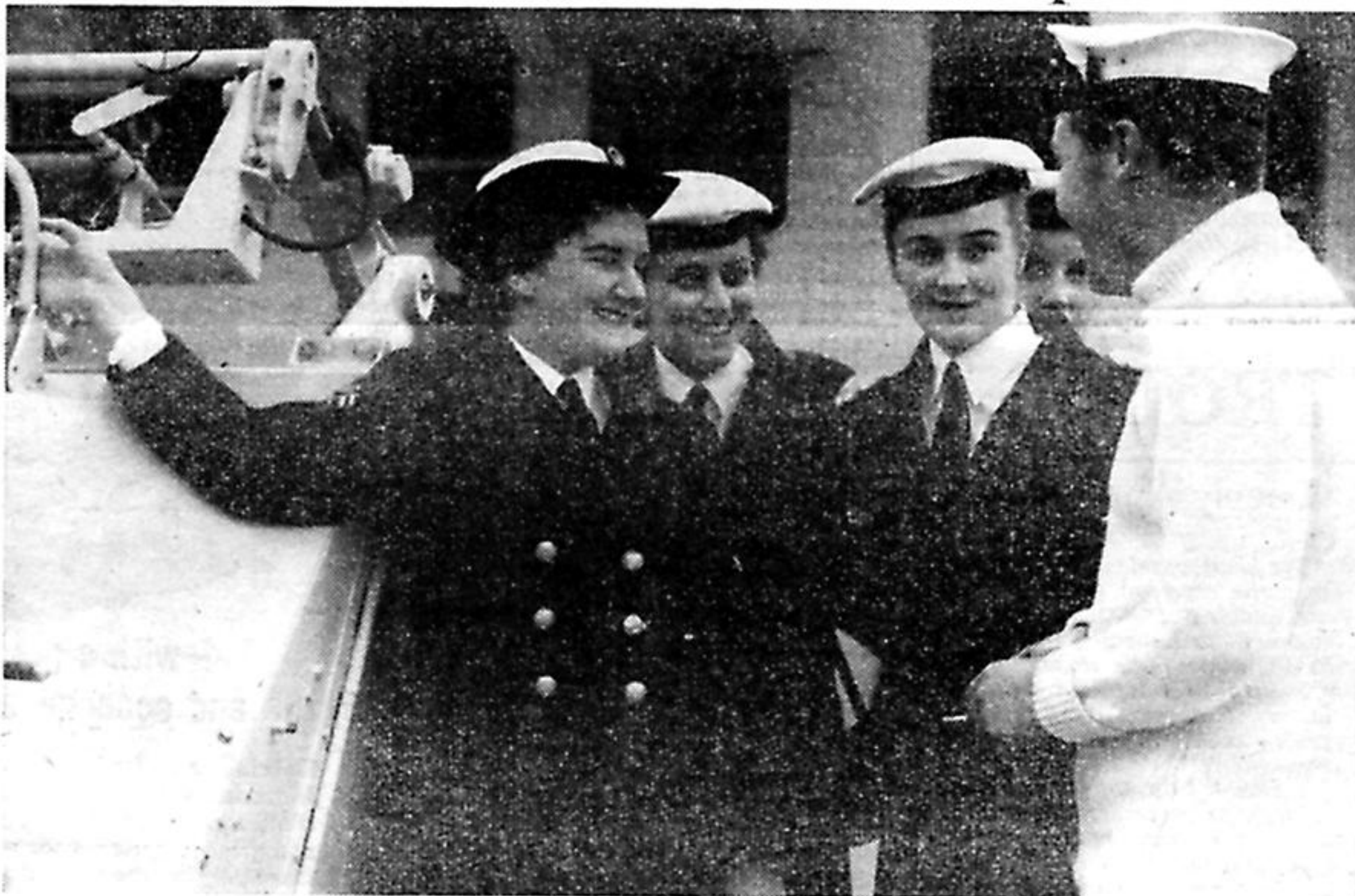
### Miles of sausages

H.M.S. Eagle returned to Plymouth on December 3 to give leave to her 2,000 officers and men who, during the past 16 months in commission, have been to the Arctic Circle, to the Eastern Mediterranean (during the Lebanon and Jordan crises), and into the Black Sea for a visit to Istanbul.

In her present commission she has co-operated with the French Navy in carrying out deck landing trials with their Breguet and Fouga aircraft, and has also logged up the 10,000th landing by her own fixed-wing aircraft. During the past 16 months, her helicopters have made over 2,000 landings.

She has steamed over 65,000 miles, and her aircraft have used sufficient high-octane fuel to take the average family saloon car nearly six and a half million miles. Her cooks have baked 200 tons of bread and enough sausages have been eaten to stretch 22½ miles.

## Wrens aboard a 'sweeper'



One of the ship's company of the coastal minesweeper H.M.S. Yarnston talking to Petty Officer Wren Joan Banister (of Budleigh Salterton, Devon), Wren Varian Beard (of Gloucester) and Wren Deirdre Robinson (of Hindleby, Spilshy, Lines). The three girls were in a party of Wrens based in Malta who spent a day at sea in the ship.

Working in their own time, sailors from the Air Ordnance section of R.N. Air Station, Lee-on-Solent, collected a large number of discarded toys and turned them into welcome gifts. The toys included wheelbarrows, dolls' houses, etc., and more than 100 re-conditioned toys were taken to the National Children's Home, Alverstoke.

### 'PROTECTOR' IN HEAVY ICE

H.M.S. Protector, which sailed from Portsmouth in October last, has reported that she has been navigating in very heavy pack-ice in the South Atlantic. The ship has also signalled that the Royal Research Ship Shackleton, which damaged her rudder in the ice, is making for Deception Island, where she will probably be beached. (Commanding Officer, H.M.S. Vernon) and Mrs. Blundell, and Capt. G. D. Pound (Commanding Officer, H.M.S. Osprey) and Mrs. Pound. The Training Staff of H.M.S. Vernon were represented by Commander and Mrs. Sims, and Lieut.-Cdr. and Mrs. Bright.

Other guests were the representatives of the Royal Naval Electricians Association, the Royal Naval and Marine Gunnery Instructors Association, and five Canadian Torpedo and Anti-Submarine Instructors from the Royal Canadian ships which were then in port. Capt. Pound had travelled from Portland to attend the function.

Admiral Willis, in an interesting speech, proposed the toast of the T.A.S.I. Association, referring to the beginning of the Torpedo and Anti-Submarine Branch which was developed whilst he was at the Admiralty. Saying that he had been "put out to grass," he felt extremely gratified to

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# PRINCESS MARGARET NAMES NEW ZEALAND SHIP

## Air Conditioning Installed

H.M.N.Z.S. Otago, the first ship of a planned squadron for the Royal New Zealand Navy of Type 12 Whitby Class frigates, was launched at noon on Thursday, December 11, by Her Royal Highness Princess Margaret, at the Woolston yards of John I. Thornycroft and Co. Ltd., Southampton.

It is the first time in the history of British Naval construction that a ship has been built entirely for service in the Royal New Zealand Navy. Those attending the ceremony thus witnessed for the first time the launching of a ship-of-war wearing the New Zealand Ensign at the jackstaff and the flag of the New Zealand Naval Board at the masthead in place of the normal Union Jack and flag of the Lord High Admiral.

In making an announcement concerning the launching of H.M.N.Z.S. Otago some months ago, the New Zealand Minister of Defence, Mr. P. G. Connolly, said: "We are gratified and honoured that Princess Margaret was able to accept our invitation. Our pride will be increased by the fact that the ship has been launched by a member of the Royal Family."

### DEPUTY P.M. THERE

At the launching ceremony on December 11, the Admiralty was represented by the First Sea Lord, the Right Hon. The Earl of Selkirk; the Third Sea Lord, Admiral Sir Peter Reid, and the Secretary of the Admiralty, Sir John Lang, together with other senior officers.

New Zealand was represented by Mr. C. F. Skinner, the Deputy Prime Minister of New Zealand, who is paying a visit to the United Kingdom; Mr. G. R. Laking the Acting High Commissioner for New Zealand and Capt. J. O'C. Ross, R.N.Z.N., Royal New Zealand Naval Liaison Officer in London.

Representatives of other Commonwealth Navies, the Royal New Zealand Navy, and officers serving and retired who have had associations with the development of the Royal New Zealand Navy, also attended.

H.M.N.Z.S. Otago will fit out in 1959 and should undergo trials and join the New Zealand fleet in 1960.

She takes her name from the Province of Otago in the south of New Zealand (other ships of the class to be launched will be similarly named after New Zealand provinces). Otago was settled by Scottish settlers in 1848 and named after the Maori place name Otakou, meaning "the place of the red ochre." Red ochre was much prized by the Maoris as a colouring pigment for the dyes used by them for personal adornment and on their canoes.

### MODERN CONDITIONS

The new frigate is not only a highly efficient fighting ship; she has also some marked changes in habitability for the ship's company, made at the request of the New Zealand Naval authorities. For the first time in ships of this size, the hammock will disappear. The mess will be used exclusively for living and sleeping and will contain bunks for every man, in triple tiers, each with its own bedding contained in attractive plastic containers, beside light, etc., while by day the bunks can be struck down to

form a comfortable settee giving a lounge effect to the mess deck. Each mess deck will as far as possible be designed so that the bunks form a corner effect when used as settees, with the bunks facing each other, and small tables and easy chairs will improve the general recreational atmosphere.

All living spaces throughout the ship will be air conditioned, from a comprehensive and newly designed system of air conditioning which is being installed. Incorporated with it will be the ability to reheat the air, to provide warmth in cold weather as well as temperate air in the tropics.

### MODERN CAFETERIA

Complementary to the newly designed mess decks with bunks is the most modern cafeteria system of providing meals for the ship's company. Separate cafeterias for the sailors and for the chief and petty officers will provide hot, fresh meals, giving a choice of menu, from modern services. The adjacent dining rooms have been designed with small Formica-topped tables and padded chairs to give a bright and modern atmosphere. The space can also be used for functions such as cinema shows.

Another feature will be a modern laundry service capable of dealing with all the requirements of frequent laundering experienced by men who consistently serve in tropical waters.

Type 12 Whitby Class first-rate frigates have been developed by the Royal Navy for anti-submarine duties. They have proved to be an outstanding success.

### MOST USEFUL CLASS

The Vice-Chief of Naval Staff recently stated: "This class of frigate is considered to be the most useful class of small ship yet put into service with the fleet. The ships are remarkable in rough weather. With their high forecastle and clean lines they ride well in a seaway and are exceptionally dry. Their enclosed bridge is excellent. It is spacious, with splendid vision, warm and comfortable in cold weather. The heated windows in the fore part of the bridge will be an asset in Arctic waters. Internal communications within the ship have satisfied every demand placed upon them and the siting of intercoms, etc., has proved most convenient. Without any question, the Operations Room is the finest ever put into a small ship."

The experience of the commanding officers of Royal Navy ships of the class already in service has more than borne out these words. The frigates are extremely lethal in their anti-submarine role, the armament including the latest asdic device accompanied by an advanced design of three-barrelled mortars and torpedo tubes, while their twin radar-directed 4.5 inch guns and twin 40 mm. Bofors guns, controlled by two gunnery directors, and the fire-control system enable them to play a most effective role in the anti-

aircraft gunnery field and in surface and bombardment engagements. The frigates are 360 feet long, have a beam of 41 feet and are propelled by geared turbines.

### STRENGTHENING THE NAVY

The Royal New Zealand Navy's seagoing strength has recently been enhanced by the addition of the modernised cruiser, H.M.N.Z.S. Royalist, which is probably at this moment one of the most up to date cruisers afloat.

The addition of ships of the class of H.M.N.Z.S. Otago, says the Senior New Zealand Naval Liaison Officer in London, Capt. J. O'C. Ross, R.N.Z.N., will prove an even more valuable addition to the Royal New Zealand fleet: a vast incentive and technical challenge to the ratings and officers of the Royal New Zealand Navy, and will enhance the ability of that Navy to make its proper contribution to the Naval forces of the Commonwealth wherever they may be required to honour the obligations of mutual Commonwealth defence.

A White Paper on Defence tabled by the New Zealand Government in June of this year stated: "In the event of war in the Pacific, submarines could be a threat to allied sea communications. As well, there could be a potential threat to our centres of population from submarine-borne missiles. To meet these threats, modern ships and weapons are essential . . . and the Government intends to proceed with the plans for modernising the fleet."

### PLANS BEING REALISED

"With the launch of H.M.N.Z.S. Otago on December 11, material evidence of the New Zealand Government's plans will begin to be realised," said Capt. Ross. "That this step in the development of the Royal New Zealand Navy has been honoured by the attendance and the sponsorship of Her Royal Highness Princess Margaret will be a source not only of great pride to the New Zealand Government and people but also an inspiration to the ship's company who sail in her."

Capt. Ross said he would like to pay a tribute to the Admiralty for their technical supervision, particularly for their co-operation, together with that of the contractors (John I. Thornycroft and Co. Ltd.), in meeting the requirements of the New Zealand Naval Board for the modern standards of accommodation which it has been possible to fit into H.M.N.Z.S. Otago and the New Zealand ships that will follow.

## Have YOU a personal problem . . ?

## ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

I AM a chief petty officer with a further four and a half years to serve for my pension and it was my intention to buy a house before leaving the Service. I approached a building society for a 60 per cent. mortgage but was told that I must produce a letter from someone saying that they would employ me on leaving the Service. How can a Service man look so far ahead, and are all Service members handicapped in this way?

I have looked into your case with the Society you mention and am assured that if you have four and a half years to serve you would not be expected to produce a guarantee of employment after you leave. The Society has no record of your application and I suggest, therefore, that you approach them again.

### RE-ENTRY INTO THE ROYAL NAVY

I am considering making an application for re-entry into the Royal Navy (Air Arm). I was discharged in January, 1955, after completing a seven-year engagement, with the rate of Leading Airman (Pilot's Mate). What would be my rate and trade on re-entry? Assuming I would have to re-enter as a Naval Airman, roughly how long would I have to wait to be rated Leading Airman?

If you re-enter the Navy you would have to start as Naval Airman (A) or (E). The roster for Leading Rate is now about six years. Next spring the (A) and (E) branches are amalgamating, and the advancement position is therefore likely to deteriorate.

I suggest you apply to your nearest recruiting officer for any further information. Perhaps the Royal Air Force might offer better prospects in your case.

### GREENWICH PENSION

When I was a young rating in the Navy I often heard chaps who were due for pension talk of an increase they would get at the age of 55. They called it a Greenwich pension, and I am told that it still exists. Could you tell me what it is and whether I would be entitled to it?

A new ratings' Pension Code was introduced on December 19, 1945, when men who had re-engaged were allowed to opt for the new or old rates. The old rates carry entitlement to

the Greenwich Hospital age pension, which is 5d. a day (£1 18s. a quarter) for pensioners over 55 years of age, and 9d. a day (£3 8s. a quarter) for pensioners over 65 years of age. This pension is awarded under the Greenwich Hospital Act of 1865, according to certain conditions.

The new rates carry no entitlement to the Greenwich pension, but show a small increase in the basic pension award.

If you are in receipt of the old rate of pension and are otherwise qualified you will be entitled to the addition of 5d. a day at age 55, increasing to 9d. a day at age 65.

Application for the Greenwich age pension should be made to the Secretary of the Admiralty, Whitehall, London, S.W.1.

## Eglinton N.A.S. for Army?

THE possibility of the Royal Naval Air Station at Eglinton, Co. Londonderry, being taken over by the Army as a temporary camp is now being discussed. The Navy is to vacate the air station some time this year.

The Under-Secretary for War (Mr. Hugh Fraser) stated that the Army might take over the station temporarily during the rebuilding of Lisanelly Camp, in Co. Tyrone.

## SIXTY PER CENT OF THE SERVICE IS AFLOAT

MR. Robert Allan (Parliamentary Secretary to the Admiralty) in a written Parliamentary answer to Mr. Humphrey Atkins, ex-naval officer, M.P. for Merton and Morden, revealed that by the time a general list seaman specialist reaches the rank of Commander he will have spent 60 per cent. of his service afloat.

Mr. Atkins was also informed that seamen ratings could expect to spend 60 per cent. of their time at sea during their first engagement and those who stayed on in the service to complete time for pension (22 years) could expect to spend 50 per cent. of their time at sea.

## FROM SEA CADET TO COMMAND

ON November 23, command of the Harrow Sea Cadet Corps was assumed by Lieut. G. Lancashire, R.N.V.R. (Sp.), who joined that unit as a cadet on its formation at St. Peter's Church Hall in 1941. Though he joined the Royal Navy in 1942, he was frequently to be seen at the unit during leave periods, and temporarily joined its instructor strength during his service at the Admiralty in 1946 and 1955.

On leaving the navy in 1956 as a Lieutenant Commander, Royal Navy, he rejoined the Harrow unit as a Sea Cadet officer and has served as First Lieutenant until his recent appointment in command.

### Leaving the Unit

A recent loss to the unit strength was felt when Petty Officer Christopher Summers reluctantly had to resign after six years very good service. He joined the unit at the minimum permissible age and rapidly rose to the rank of Petty Officer, qualifying in H.M.S. Cleopatra at Portsmouth. A popular figure with both instructors and cadets, Summers proved a very efficient and capable cadet. As captain

of the unit football team, he led them to victory in the Zone Cup in the 1957-8 season. He will be greatly missed at the unit musters, but we know he will continue to support our activities, particularly those in the sporting line.

### Visitors

Last Sunday morning the unit was pleased to welcome two ex-cadets home on leave. They were C. J. Dawson, now serving as an ordinary seaman in H.M.S. Centaur, and Victor Perry, recently returned from the West Indies in the Merchant Navy. News has reached us that the unit's latest two entries into the Royal Navy, E. Deeley and D. Scowen, are both settled in at the training establishment, H.M.S. St. Vincent, and will be visiting the unit during their Christmas leave.

Chief Petty Officer E. R. Lewis has been elected Lower Deck Representative for Plymouth Command at the London Headquarters of N.A.A.F.I., with effect from December 1, in succession to Chief Petty Officer W. E. Skutchell, B.E.M.



## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\*For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

—Send this coupon to 246 Bishopsgate, London, E. 2—  
Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank..... Age next birthday.....



## 'Sheffield' on way home

WITH the improvement in the political situation in the Middle East, life returned to "normal" during November and December.

Following a successful visit to Istanbul at the end of October, H.M.S. Sheffield took part in two NATO exercises. Ships from four countries, Britain, Canada, France and Italy took part, and a high degree of teamwork was achieved. As a light relief from the hard work, two operational visits were paid to Toulon.

On November 27, wearing the flag of Flag Officer Flotillas Med (Rear-Admiral R. A. Ewing, D.S.C.) and with H.M.S. Trafalgar and H.M.S. Dunkirk in company the ship arrived at Haifa for a five-day visit. The hospitality received was terrific and invitations poured in, ranging from dancing and dining to a quiet evening by the fire. Coach tours were popular, and most took the opportunity of visiting Nazareth and Galilee while others travelled as far as Jerusalem. All in all this was quite the most enjoyable visit of the commission.

Valencia was the next port of call and once again the ship was hospitably received. The rugged team gained an easy victory over the local university side and the soccer team, although beaten, gave their "international" opponents a good run for their money.

After the Admiral's inspection Christmas was spent in Malta, and January 13 is the great day when it is hoped as many relatives and friends as possible will be on the quayside at Portsmouth when Sheffield goes alongside for the very last time.

## FRIGATES TO BE STRENGTHENED

THE heavy seas and weather conditions off Iceland showed the need for the Blackwood class anti-submarine frigates to be strengthened. The hulls of six of the vessels have already been strengthened and the other vessels of the class will also be dealt with. The seas off the Icelandic coasts are some of the worst in the world, and naval men on patrol in that area are full of admiration for the fishermen who regularly brave these waters.

# DIVING BELL TO THE ATOMIC-POWERED SUBMARINE

## How underwater craft have been developed

THROUGHOUT history, the element of surprise or ambush has been one of the most valuable weapons available to land armies. Naval commanders, however, have found it difficult to surprise their enemies. The only place to hide on the open ocean is under it. For this reason, military leaders have long been interested in a vessel which could operate under the water.

The first recorded example of this interest is a diving bell, built for Alexander the Great (356 to 323 B.C.) ruler of Macedonia and conqueror of the known world in his time. According to Aristotle, the philosopher, Alexander used them to repel a fleet that was attempting to lift the siege of Tyre.

Leonardo da Vinci (1452-1519), the great Florentine artist and scientist of the Italian renaissance, as well as other inventors of his age, experimented with the idea of a submersible boat.

About 100 years after the death of da Vinci, Cornelius van Drebbel of Holland built a boat, covered over with oil-soaked leather and propelled by oars, which he operated in the River Thames. It is said that King James I was interested in the venture and even took a short voyage in the so-called "Eel Boat."

### NEXT BIG STEP

The American Revolution saw the next big step in the development of the submarine. David Bushnell, a student at Yale College, discovered a means of exploding gunpowder under water. His discovery was useless without some method of getting his under-water bombs attached to warships of the enemy, so he built a submarine, solving in a few months a problem that had troubled the best minds of the world for centuries. He called his little one-man craft — completed in 1776 — the "Turtle."

Sgt. Ezra Lee, a volunteer Connecticut infantryman, was given command of the tiny oak vessel, and he at once set out to destroy the British fleet which was lying in New York Harbour. The plan was to screw the bomb into the

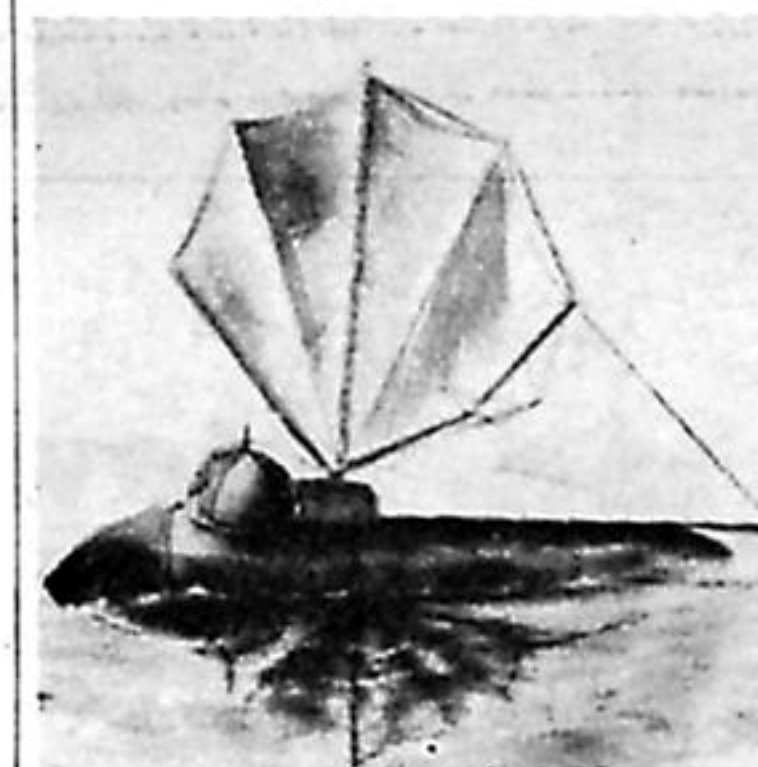


wooden bottom of an English ship and set a mechanical fuse to explode after a short period of time.

Unknown to the Americans, the hulls of the British ships had been sheathed in copper to reduce damage from such marine pests as barnacles. Therefore, Sgt. Lee was unable to attach his primitive torpedo and the plan failed.

### BARBARIC WARFARE

Robert Fulton, an American who eventually became famous as the inventor of the steamboat built at least one submarine in Europe. At the time, France and England were at war, and he interested Napoleon in the submarine. He launched one in 1800 but the French regarded undersea warfare



as impractical and barbaric so Fulton destroyed his own craft.

He then took his plans to the British, but we were not ready or willing to accept submarine warfare either. Fulton then quit in disgust and returned to the United States.

A boat similar to Fulton's was built for the Confederate forces during the American Civil War, and it became the first undersea vessel to sink an enemy ship of war under combat con-

ditions. Named the Hunley for the firm which built her, the little vessel attacked the Union corvette U.S.S. Housatonic. The submarine was armed only with a gunpowder "torpedo" at the end of a 15-foot pole. When this crude bomb exploded, it blew a hole in the side of the Union vessel, which sank immediately, pulling the Hunley down with it. Although the Hunley succeeded in her mission, the submarine was far from ready for use as a regular part of a navy. It was not until nearly 40 years later such a vessel was built.

John P. Holland, a native of Ireland, emigrated to America in 1827. He was a schoolteacher by profession, but in his spare time he worked on plans for a submarine. He built several, and in 1900 he delivered one, the U.S.S. Holland, which became the first submarine accepted by the U.S. Navy.

### THE HOLLANDS

The Hollands joined our own Navy on October 2, 1901, giving this type of vessel status as a necessary part of the fleet. Other nations soon followed suit, and during World War I practically all naval powers had a submarine force.

In two world wars submarines have played decisive and important parts, both our own and enemy. Twice the Germans almost turned the tide of war with their U-Boats; in World War II American submarines broke the back of Japan's Navy and Merchant Fleet, and our own submarines operated in both wars on a world-wide basis with outstanding success. Our submarines in the Mediterranean made an immense contribution to the turning point of the war in North Africa by cutting off Rommel's supply lines.

### NUCLEAR POWERED

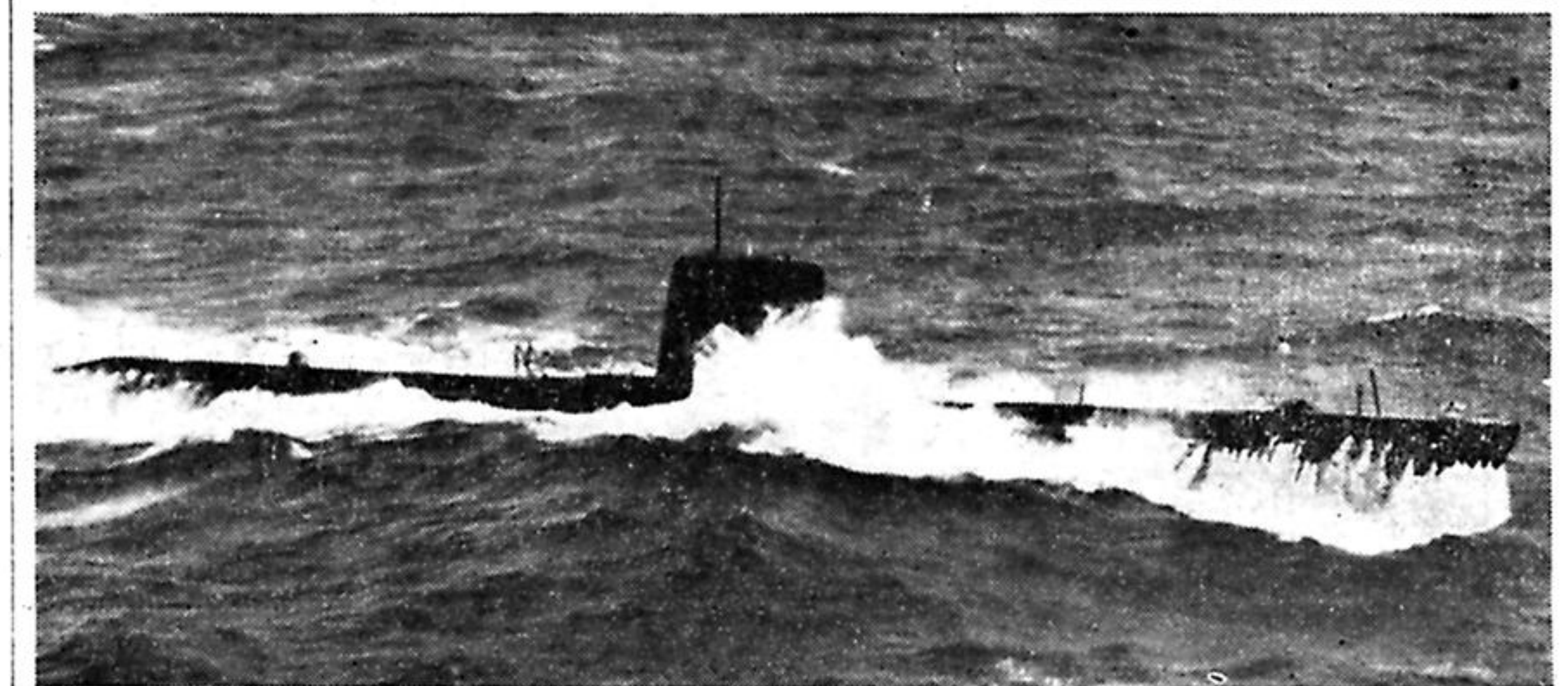
On June 14, 1952, President Harry S. Truman laid the keel of the world's first atomic powered vessel, the U.S.S. Nautilus. Eighteen months later the ship was launched by the wife of another President Mrs. Dwight D. Eisenhower, and on January 17, 1955, the Nautilus went to sea for the first time, flashing from her bridge the historic message: "Under way on nuclear power!"

During her first year of operation the Nautilus was subjected to a battery of gruelling tests and passed them all, and in the process established several records for submarine operations. During a run from New London, Connecticut to San Juan Puerto Rico in the spring of 1955, she established four new marks. She made the 1,300-mile trip in 84 hours, completely submerged. This was 10 times farther than any submarine had ever gone completely submerged; no submarine had ever maintained her average submerged speed of 16 knots for more than one hour; it was the longest period any U.S. submarine had ever cruised completely submerged and it was the fastest passage ever made between the two points by a submarine, submerged or on the surface.

Since then she has made history again by sailing from one side of the world to the other under the North Pole.

The submarine Volatile, which has been sold for breaking up and which ran aground near Whitby on December 17 after breaking adrift from her tow whilst being taken from Malta to the Tyne, was refloated on December 23.

## WHO'D BE A SUBMARINER?



H.M.S. Alderney whilst on passage in the Atlantic, in really rough weather

## Forty-three years in the submarine service

OVER 100 Submarine Commanding Officers and many NATO officers will be interested to know that Mr. Meyers, who is in charge of the Dolphin Attack Teacher, is to retire at the end of January. Mr. Meyers volunteered for service in submarines in 1912 and first went to Rosario for training. He was one of the crew of the "B4" and also served in the old "C" boats. He has been attached to submarines for over 43 years, and first joined the Attack Teacher in 1946.

## Plenty of rumours in Chatham

THE Navy is still the focal point of a great deal of argument, suggestion and counter-suggestion within the Medway Towns.

A vast area of Chatham and Gillingham has to be disposed of when the Nore Command closes down in 1961 and its disposal is the subject of arguments, both friendly and fierce, in places as far apart as the House of Commons and the local pubs. Rumours fly thick and fast, but all that can be reasonably quoted at present are the following: the future of the R.N. Hospital is still under consideration—it is reported that it has been offered to the Gravesend and Medway Hospital Committee as an alternative to their plans to build a new hospital in Gillingham.

The First Lord of the Admiralty has agreed to meet a deputation from the Medway Towns to discuss problems arising from the sale of the Royal Marine Barracks and the Gun Wharf. Some of these problems are obviously of local making as a proposal to convert the whole R.M. Barracks area into a new housing site is being bitterly contested by the Chatham Industrial Development Committee.

In spite of widely publicised suggestions to the contrary, it has not been decided to turn the new married quarters at Chatham over to the Army. A Naval spokesman in Chatham has said: "Existing occupants of Admiralty Married Quarters may rest assured that their personal interests will be fully allowed for in any decision made about the future use of the quarters."

## U.S. SECRET RESEARCH CENTRE

AT the end of the year U.S. naval authorities found that German information on currents and water temperatures in the oceans was better than that possessed by the U.S. Navy.

As a result a new highly secret research centre has been set up at Centerville Beach, near Ferndale, California. It has been stated that electronic methods not previously employed will be used to study currents, water temperatures and other factors affecting submarine operations and anti-submarine counter-measures.

## House purchase

A simple way to raise the initial deposit money required for buying your own house. Make out a monthly allotment for the purchase of TENTH ISSUE NATIONAL SAVINGS CERTIFICATES. Here are some examples of how your money grows by the purchase (by allotment) of

## 10th ISSUE NATIONAL SAVINGS CERTIFICATES

PURCHASE PRICE 15/-

If you allot per month		£2 5s	£3	£3 15s	£4 10s	£5 5s
IN 3 YEARS	You will have bought certificates which cost ... ..	£81	£108	£135	£162	£189
	and will now be worth about ... ..	£82 16s	£110 8s	£138	£165 12s	£193 4s
IN 5 YEARS	You will have bought certificates which cost ... ..	£135	£180	£225	£270	£315
	and will now be worth about ... ..	£142 4s	£189 12s	£237	£284 8s	£331 16s
IN 7 YEARS	You will have bought certificates which cost ... ..	£189	£252	£315	£378	£441
	and will now be worth about ... ..	£207	£276	£345	£414	£483

The interest earned on your Savings Certificates is free of Income Tax and does not have to be declared for Income Tax purposes. Savings Certificates are State guaranteed.

Issued by H.M. Forces Savings Committee London, S.W.1



## NEPTUNE'S SCRAPBOOK



Admiral Sir Ralph Edwards, who retired from the Navy on health grounds after having been Commander-in-Chief, Mediterranean, has become Chairman of the Navy League.

Rear-Admiral V. C. Begg, the new Flag Officer, Far East Station, has hoisted his flag in the Aircraft-carrier H.M.S. Albion at Singapore.

Captain John Danvers Crossman, R.N. (ret.), who was Commanding Officer of H.M.S. Collingwood in 1952-53, has died at Oxford. Captain Crossman, who was Command Electrical Officer on the staff of the Commander-in-Chief Portsmouth in 1953-4, was only 56. He was a Naval A.D.C. to the Queen 1955-6.

Rafts containing Christmas comforts will be floated from trawlers to H.M. ships off Iceland if the weather is too bad to launch boats.

All three types of aircraft which were grounded following the death of a pilot who baled out from a Scimitar and was killed have now had the ban lifted.

The Hampshire Team Sabre Championship was won at Winchester by the Portsmouth Command, which beat the city team. The team in the Sabre Championship was Lieut. J. Horne (Collingwood), P.O. Saunders (Collingwood) and P.O. R. Yates (Vanguard).

Colonel M. Price, D.S.O., O.B.E., R.M., has been appointed a Royal Marine Aide-de-Camp to the Queen in succession to Colonel B. W. de Courcy-Ireland, R.M., with effect from January 2, 1959.

Surg. Capt. J. G. Gent, M.R.C.S., L.R.C.P., R.N., has been appointed an Honorary Physician to the Queen with effect from November 30, 1958, in succession to Surg. Rear-Admiral R. I. G. Proctor, C.B., M.D., Ch.B., F.R.C.P.I., D.P.H.

### In Memoriam

George Alfred Lobb, Chief Petty Officer, D/JX135296, H.M.S. Mounts Bay. Died November 19, 1958.

Ping Sun Kwok, E.R.A. 1st Class. Tamar 0-2377. H.M.S. Tamar. Died November 24, 1958.

Terence Joseph Reid, Engineering Mechanic 1st class. C/KX 872702. H.M.S. Broadsword. Died November 24, 1958.

George John Husbands. Leading Engineering Mechanic. P/MX 915995. H.M.S. Rorqual. Died November 27, 1958.

John Jeremiah Geany, C.P.O. Writer. D/MX55445. H.M.S. Pembroke. Died November 27, 1958.

Ernest Edward Howe, Petty Officer. C/JX155117. H.M.S. Pembroke. Died November 28, 1958.

Ronald Frederick Ramsey Rebbeck, Chief E.R.A. P/MX59071. H.M.S. Thermopylae. Died November 30, 1958.

Lieut. (P) James Verney Bernard, Royal Navy, R.N.A.S. Halfar. Died December 5, 1958.

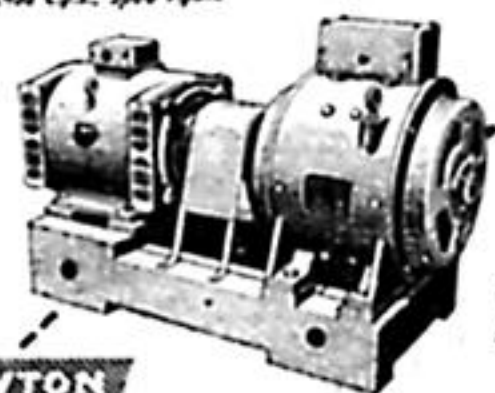
Elec. Sub Lieut. (A.R.) Peter Dennis Otter, Royal Navy, R.N.A.S. Yeovilton. Died December 6, 1958.

Surgeon Capt. Geoffrey George Southwell-Sander, Royal Navy, H.M.S. President. Died December 6, 1958.

David Charles Eden, Ordinary Seaman. C/J944359. H.M.S. Camberford. Died December 10, 1958.

### ELECTRICAL EQUIPMENT

High Frequency Motor Alternator Set  
S.V.A., 115 volts, 1 phase,  
2400 c.p.s., 2000 r.p.m.



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London Office: IMPERIAL BUILDINGS, 54 KINGSWAY W.C.2

The Reverend C. Davies, O.B.E., A.K.C., R.N., has been appointed an Honorary Chaplain to the Queen from December 5, 1958, in succession to the Reverend A. W. M. Watson, O.B.E., B.A., R.N.

Two officers—well known in the Portsmouth area—died recently. Both were retired after many years as ratings and officers. They were Cdr. (S) Francis H. Stevens, M.B.E., M.S.M., who died December 14, and Lieut.-Cdr. F. M. Brown, M.B.E., who died on December 5.

The Icelandic gunboat Aegir recently reported to the Commodore of the Fishery Protection Squadron that she had been bombarded with dirt and scraps by the crew of the British trawler Northern Pride. The Aegir's captain asked Commodore Anderson to tell the skipper of Northern Pride to read paragraph 1 on page 412 of Olsen's Fishermen's Almanac. This paragraph states that the throwing of stones, ballast, etc., at any other sea-fishing boat is illegal.

Commodore Anderson sent a signal to the Aegir asking the captain to read Olsen's Almanac, page 369, rule 26. This states that vessels not engaged in fishing should keep out of the way of any fishing vessel with nets or lines or trawls.

As the Aegir had passed very close to Northern Pride the skipper of that vessel might have thought she was about to be attacked.

### Motoring Notes

(Continued from page 3, column 1)

If you get into real difficulties don't be afraid to let your tyres down to as little as 15 lb. and keep away from the edge of the road.

As for other vehicles, in icy conditions beware of the articulated six-wheeled lorry. They jack-knife very easily and should never be trusted to behave normally on slippery roads.

### A RESOLUTION

I will never attempt to pass another vehicle at any time whilst approaching a corner, or on the straight unless I can do so in absolute safety without frightening either my passengers or myself.

A. E. MARSH.

## Another chance to 'win' a trophy

A NUMBER of articles previously accounted for as trophies have recently been removed from official charge being of no intrinsic value or having no historical association. It is thought that some of these articles might be valued as souvenirs by former members of ships' companies who were serving in the ships concerned.

A list of the items for disposal follows. Applications should be made in writing addressed to "Trophies," c/o NAVY NEWS, R.N. Barracks, Portsmouth, Hants. The items will be sent to the writer of the first application received for each. A nominal price will be asked and a charge made to cover the cost of postage. The condition of the items varies, but is generally fair. Any articles not applied for by February 1, will be disposed of as scrap.

P.5163. H.M.S. ACTAION: Pewter tankard.

P.3151. H.M.S. ANTHONY: Pewter tankards (3).

P.4953. H.M.S. DIADEM: E.P.N.S. tankard, inscribed "The Victors—Trinidad Country Club versus H.M.S. Diadem, Water Polo, 1948."

P.7020. H.M.S. HORNET: Pewter tankard.

P.3964. H.M.S. KING GEORGE V: Pewter tankard; P.3966. Pewter tankard with glass bottom.

P.5357. H.M.S. LOCH QUOICH: Pewter tankard.

P.5597. H.M.S. MAGPIE: Pewter tankard with glass bottom.

P.3099. H.M.S. OAKLEY: Pewter tankards (4), inscribed "H.M.S. Oakley."

P.3867. H.M.S. SUSSEX: E.P.N.S. tankard.

P.5105. H.M.S. WAVE: Pewter tankard, inscribed "H.M.S. Wave."

P.43. H.M.S. NELSON: Pewter tankard surmounted with British Legion crest. P.209. Pewter tankard.

## 'MISS CENTAUR' AT SHIP'S DANCE



Miss Marylin Davies, who plays the part of Miss Centaur in her show on I.T.V., accompanied by Miss Ann Dilley, attended H.M.S. Centaur's Christmas Dance on December 2. Lieut. Sturgeon (Bromley), Miss Dilley, Ordinary Seaman Whitney (Croydon), Miss Davies and Engine Room Artificer Armstrong (Ealing)

## Highly successful Children's Party

THE H.M.S. Vernon branch of the Royal Naval Friendly Union of Sailors' Wives held its annual Children's Christmas Party on December 3 and, with swings, see-saws, games, paper-hats, a wonderful tea, films, everyone enjoyed him- or her-self to the full. The highlight, of course, was the arrival of Father Christmas with present and balloons for all. Twelve guests from the Services House attended the party.

The organisers are to be congratulated on their efforts—they worked so hard and willingly to make the party so very successful.

The Vernon branch has many interesting items for 1959. On January 14 there will be a beetle drive, and on February 4 there is to be a social afternoon, during which a most entertaining travel film will be shown.

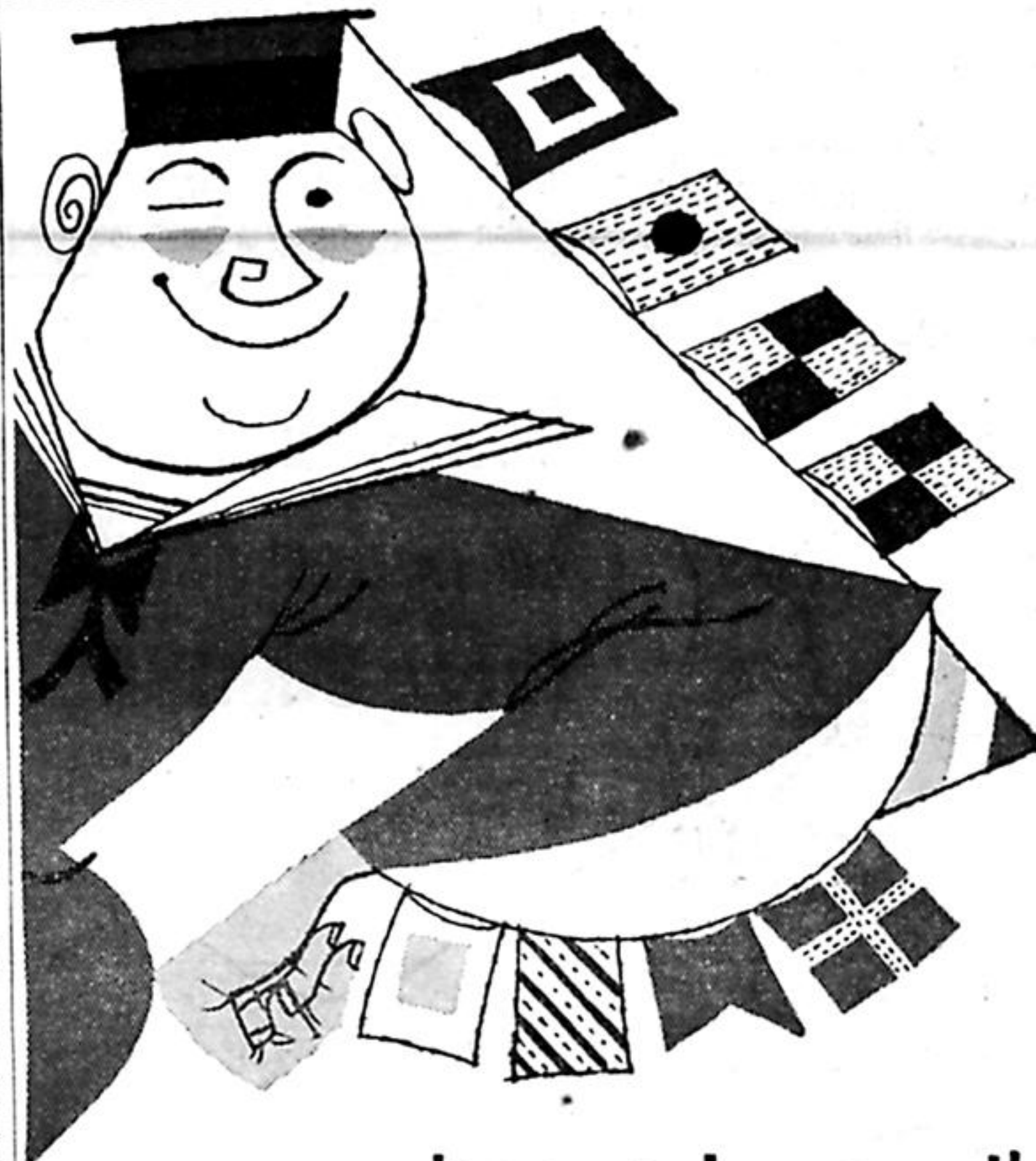
Mrs. Walmsley hopes that there will be many new members at the sewing meeting on January 28 in the Petty Officers' Mess at 2.15.

Mrs. Hunt, the Hon. Secretary of the branch, asks members who have not received their programme cards to get in touch with her.

## Russian icebreaker ready for trials

A recent report from the United States says that Russia's new icebreaker, the 16,000-ton Lenin, will be powered by three nuclear reactors. The report went on to say that she might be ready for sea trials early this year. In honour of the 21st Soviet Party conference the builders have undertaken to complete dockside trials by April. The Lenin was launched at Leningrad in December, 1957.

While no official statement is forthcoming, it is said that there are indications that the ship will have the water-cooled type reactors. The ship's shaft horsepower will be 44,000. She is designed for an open water speed of 18 knots and will have a range of 70,000 nautical miles without refuelling.



## dressed overall

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Write, or call in when you're next on shore, for the leaflet describing Willerbys special service for men in the Navy.

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228 HIGH STREET, CHATHAM. 20 ABOVE BAR, SOUTHAMPTON.  
And branches throughout Britain.



# THE SUBMARINE IS TO BE THE CAPITAL SHIP OF THE FUTURE

## Years before the new guided missile destroyers join Royal Navy

THERE is no doubt, according to the 1958-59 edition of "Jane's Fighting Ships," that Great Britain is very much behind the United States and Russia in its present Navy and, regarding the future, it appears that it will lag even further behind.

The battleship is now regarded to all intents and purposes as an extinct ship. Although the United States is at present retaining 15 battleships, they are withdrawn from active service. Conventional cruisers appear to be following the battleships into obsolescence, and only Russia has built a large number since the end of the Second World War.

Emphasis on the submarine as an attack weapon, as a defensive weapon and as an anti-submarine weapon, is an indispensable feature of the engineers, scientists and technologists. In this field Great Britain is very much "behind the times." "Jane's" reports the completion of two fast Porpoise class submarines and six more of this class are expected to join the Fleet shortly, but the progress on Britain's nuclear-powered submarine, the Dreadnought, seems to be painfully slow. Six submarines of the Repeat class, which are virtually repeat editions of the Porpoise, are to be built. A prototype of this class is being built in Chatham Dockyard.

Regarding cruisers the first of the Tiger class is to be commissioned early in 1959, but the other two, the Blake and the Lion, are not expected to be completed before 1960.

The publishers state that the construction of the four guided-missile destroyers—London, Hampshire, Devonshire and Kent—are not very advanced and it will evidently be some years before they join the Fleet.

### RUSSIA NOW FIRST-CLASS NAVAL POWER

Although the British Fleet of seven aircraft carriers, one battleship, 12 cruisers, one guided-weapon ship,

three fast minelayers, two net-layers, 52 destroyers, 107 frigates, 48 submarines, 200 minesweepers, etc., appears to be a very formidable force, it is insignificant when compared with the United States Navy and the Russian Navy. The number of vessels down to and including minesweepers in the United States is 1,521, and the Russian Navy is 2,012.

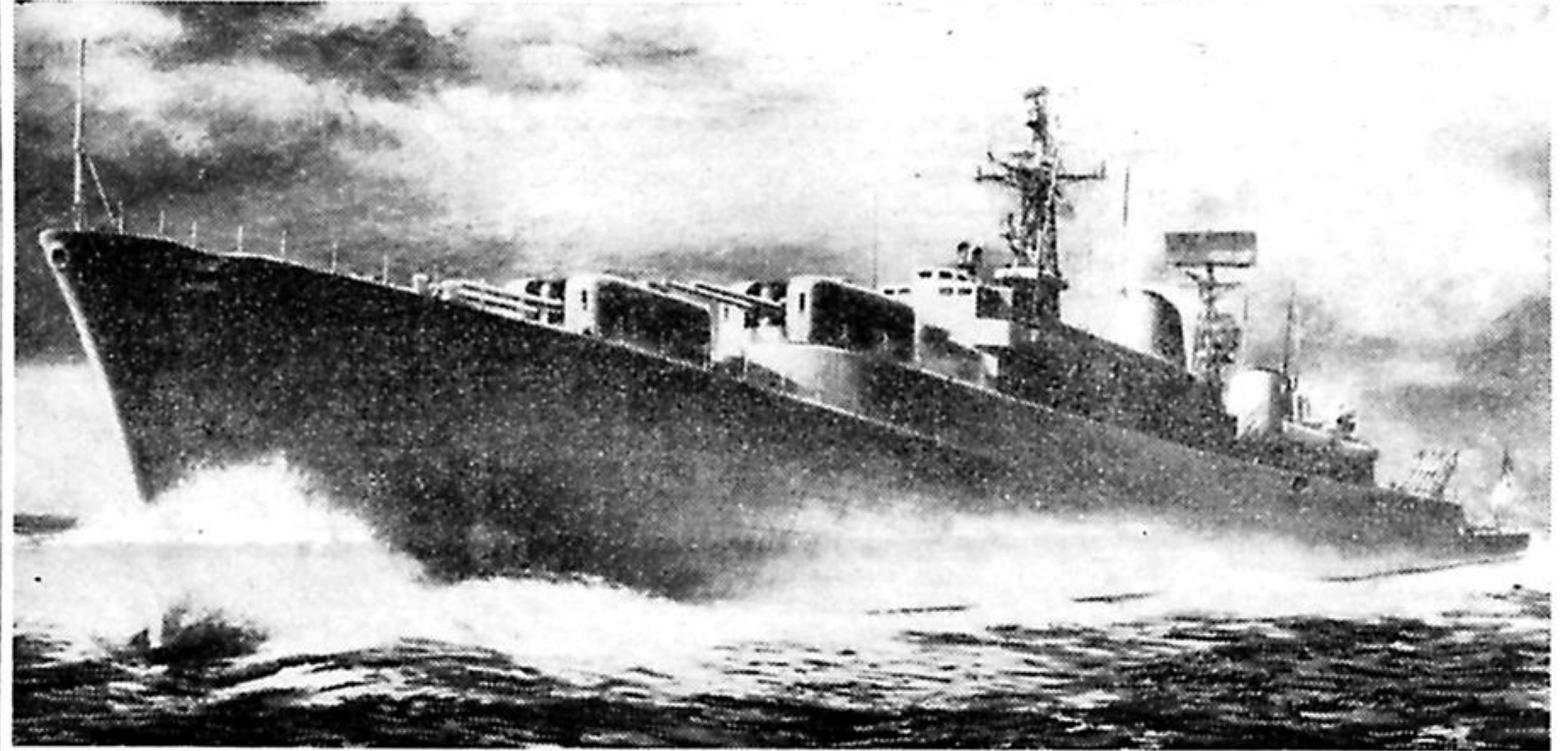
Regarding the Russian effort the publishers of "Jane's" state "there is evidence that Russian marine engineering and shipbuilding resources are being concentrated on nuclear ships. In recent months it has been clear that the overall technological lead that the United States has over Russia is diminishing. Russia is now a first-class Naval power, second only to the United States."

In sharp contrast to the financial stringency obtaining in some countries, the United States Treasury is fully alive to the needs of the Navy Department, and the future Naval programmes of the United States Navy show that it is intended that in 1960 to 1970 there will be 150 ships with nuclear-powered machinery plants, and 200 ships armed with surface-to-air guided missiles. By 1967 it is planned that there will be a fleet of 75 nuclear-powered submarines. "Jane's" points out that "with their increase in size, propulsive power and destructive power, submarines are going to be regarded by the principal Naval powers as the capital ships of the future."

This is the 61st year of issue of "Jane's Fighting Ships," and the claim that the volume of new material is well above the average is a modest claim indeed. It is indeed an outstanding

Continued in column 3

## County Class: An Artist's Impression



An Admiralty artist's impression of one of the four guided-missile destroyers, first ships to be fitted for firing the Seaslug ship-to-air weapon, ordered for the Royal Navy. They will also have powerful conventional armament and long endurance and are designed to be able to operate in "fall out" areas after an atomic attack. These four super destroyers, to be known as the County Class, will have the famous ship names Kent, Hampshire, Devonshire and London. They are to have the latest accommodation standards and will be fully air-conditioned

## Drafting officers are not 'Scotch mist'

### They take a great deal of interest in individuals

I WAS sitting quietly sipping a pint over the bar in the "Brown Jug" with a friend, when we happened to overhear two petty officers talking.

"Judging by the way Draftie usually treats me, Les, after this lot I'll get another spell at sea, and 10 to one in the Persian Gulf. When I see how some people get away with it, I reckon I should be drafted as Chief Gardener's Mate at some nice, quiet, shore establishment. But you wait and see if I don't get another General Service Commission," said the one.

"Well, I'm not quite so sure after that visit a week ago. You know, Bill, there is some system in it after all," said Les.

"The visit? What visit?" said Bill.

By this time we were not just hearing the conversation; we were listening with considerable intent, and moved ourselves so that we shouldn't miss too much of the rest.

"Well, believe it or not, for the first time in my life," said Les. "I actually talked to a draftie."

"Talked to a draftie? How did you work that miracle? I always thought that they were like Scotch mist," said Bill.

"Well, I don't really know how it was fixed," said Les. "but this bird—a Commander, but of what sort I haven't a clue as you can't tell nowadays—still, this Joe came down and talked to us. We had a session in our dining hall, and I believe the killicks and below had another one in the main dining hall."

"What the hell is the use of that. I don't want to have a lot of dry rot about systems spouted at me. By the time they've finished, they've proved the system is so fair that I almost think so myself and then just in time I remember I haven't had a draft that's put me near Jean and the boys for five years. It's no use telling me about systems. I want to ask some draftie when I'm going to get a draft where I can have a married quarter and get home every night. And two more bitters please, Miss," said Bill, who was clearly by this time working himself into a state which would enable him to express himself properly on this subject.

"Hold hard, Bill," said Les. "You don't give a man a chance to explain. That's just what we did do. Ta. Thanks, Bill," he added as he was handed his pint. "Admittedly," he continued, "we had to write our questions first and give them to the D.Os. I don't know if they were scared that we might ask

too many awkward questions. They said it was to speed up the whole affair, and to save too much repetition. Perhaps it was as the officers were equally keen on having the draftie. They had a lecture and said it helped them in advising their divisions."

"All right then, Les, as you seem to go so much on this draftie chap. What did he do for you?"

### FOUR MONTHS AT HOME

"Well, Bill, I asked him how I could be sure that I wouldn't go to sea again before Jack Spurgeon—you know, that chap down our road. He was last at sea in '48. He gave a long answer which was fair enough. He explained how the 'drafting cycle' works and although admittedly he didn't promise anything, in individual cases I feel better about it now. However, there were others who asked about their own individual cases, and he answered most of them. Some he said he couldn't, but took down details. Of course we thought that would be the last we heard of it, but last week there was a long letter answering all the questions. You know Len Barber? Well, he was due for pension and wanted to know if he would get six months in U.K. before that. The Bloke said it was a rule that men going to pension should spend their last four months in the Service at home. Anyhow, he said he would look into it, and within a couple of weeks Len was on draft. And mind you that wasn't the only case."

### FAR MORE INTEREST

"Now that's more like it, Les," said Bill. "Perhaps I may get my home draft yet. It's refreshing to know they're at least human."

"You're right, Bill. They take far more interest in individual drafts than I guessed. They seem to go a lot on these drafting preference cards. I haven't had a chance to fill one up yet, but I reckon when I do I'll see I do it properly. Incidentally, they have a sense of humour, too. They drafted Steward Nelson to Victory last year—on Trafalgar Day."

"Well, Les, I'm not quite sold yet, but I'm prepared to give it a try. How do I see one of these drafties?"

"Haven't a clue, Bill. We were just told one day that this Commander bloke was coming."

### ASK FOR A VISIT

"Well, I'll be damned. Here you are shooting your mouth off and now you leave me in the air. I reckon that'll cost you a pint."

At this stage my friend could contain himself no longer, and jumping up interrupted:

"Excuse me butting in," he said, "but I happen to know quite a bit about this drafting business. I rather rudely listened to some of your conversation. Perhaps you'll let me answer your last question. All you have to do is to get your Captain to write to Commodore Naval Drafting and ask for someone to visit you. Goodnight."

And he left hurriedly before they could discover he was that same bird, Commander bloke, who had been aboard Eagle and whose performance they had been discussing.

## NO COMPLAINTS FROM 8,500 GUESTS

EIGHT thousand five hundred guests in 10 years, and no complaints, is the proud record of the popular R.A.F. leave hostel for Far East Air Force airmen and airwomen, and their opposite numbers in the other Services stationed in the Far East, at Penang, a tropical island resort on Malaya's north-west coast.

"Maitre d'hotel" since 1956 has been Sgt. G. Richards (38), who joined the R.A.F. 18 years ago, has served in the Middle East, Italy, Austria and Germany, and is due home in January.

### Continued from column 2

ing effort, with its 2,500 photographs and scale drawings, and details of over 10,500 ships of the navies of 66 countries. "Jane's Fighting Ships" is published by Sampson Low, Marston & Co. Ltd., 105s., and no mess, library, club or association where the navies of the world are discussed should be without it.

When he arrived in the Far East for his present tour of duty he never knew, he says, that "general duties" in the R.A.F. could mean such a pleasant job as this.

The hostel accommodates 80 guests in its bungalows beside the main building. Members of the Women's Royal Air Force, from Changi and Seletar, Singapore, live in an eight-bed dormitory in the main building. Officers stay at the near-by "Runnymede Hotel." The hostel welcomes members of the other Services attached to the Far East Air Force, and annually about 20 members of Queen Alexandra's Royal Army Nursing Service and about 150 soldiers and 100 sailors spend holidays there.

The amenities include a bar, darts, table tennis, dancing, a record player, a floodlit open-air badminton court and private bathing beach with golden sands 300 feet below at the foot of the cliffs, canoes, bicycles and free daily bus trips to and from Penang and round the island. Adjacent to the hostel is a N.A.A.F.I. Army leave centre, providing dancing twice daily.

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ALE

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BROWN ALE

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MILK STOUT

There's a flavour to suit everyone's taste, in this splendid selection of SIMONDS beers—ranging from smooth sweet stout to strong Export ale.

Reasonably priced, expertly canned to stay fresh for months, easy to store, these fine SIMONDS beers always go down well aboard. When you order SIMONDS beers, you order quality—every time.

Supplies of SIMONDS beers can be arranged at any port of call.

THE BEST BEERS ASHORE OR AFLOAT  
BREWED BY SIMONDS





## What's wrong with U.S. (Portsmouth)?

UNITED Services, Portsmouth, are not having a very good season this year. Although at home on December 13, they lost to Rosslyn Park, 21-0. Portsmouth have won only two matches this season so far.

What has come over the Portsmouth club which, years ago, were always a power on the rugby field? Is it that the young men in the Services today have too much work, or is that there are too many other attractions? Whatever the reason, it is a great pity, for the continual defeats will ultimately mean the lack of attractive fixtures.

In spite of poor conditions, Rosslyn Park played well, and their handling of the muddy ball was really superb.

UNITED SERVICES.—P. J. Andlaw; R. Sinclair; J. T. Hodgson; R. Leggatt; S. Nicholls; T. Murrave; N. Bickford; J. Dempster; G. Thomas; G. Crook; A. Fiddian-Green; J. Batty; H. R. Storey; M. Gambier; R. J. McGilivray.

ROSSLYN PARK.—P. G. Miller; W. P. C. Thurgood; F. A. Ainscough; C. F. Outram; P. Benka-Coker; K. Davies; A. J. Crick; R. H. Malthouse; J. A. S. Wackett; C. C. U. Williams; R. E. Hardham; J. P. Uttersen; R. A. C. Ketley; T. G. Thomas; A. Ironmonger.

Referee: R. A. Crook (Hampshire).

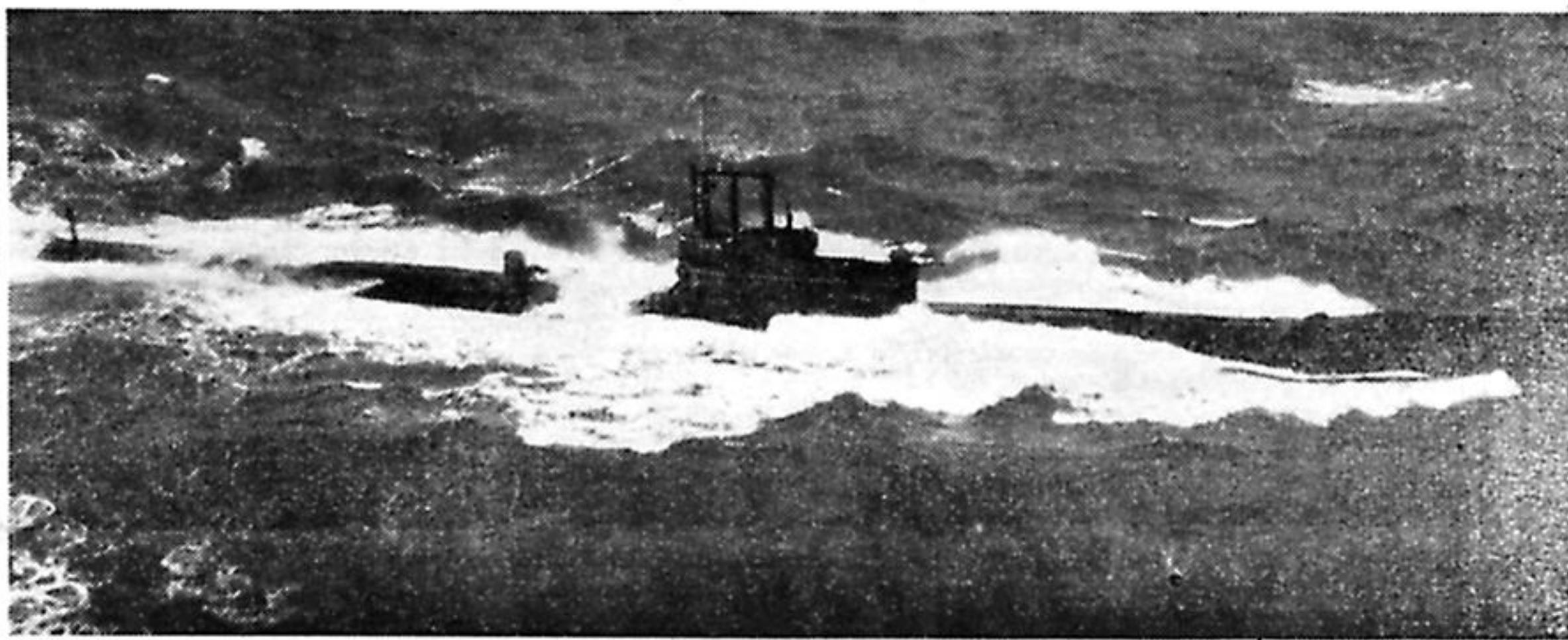
# H.M.S. AUROCHS COMPLETES HER TRIP AROUND THE WORLD

## Bulwark's salvage sets crew guessing

H.M.S. Bulwark renewed acquaintance with the British Insurance Association last month at a lunch. It will be remembered that the Association "adopted" Bulwark and last month gave a large silver "standing salt" to the ship.

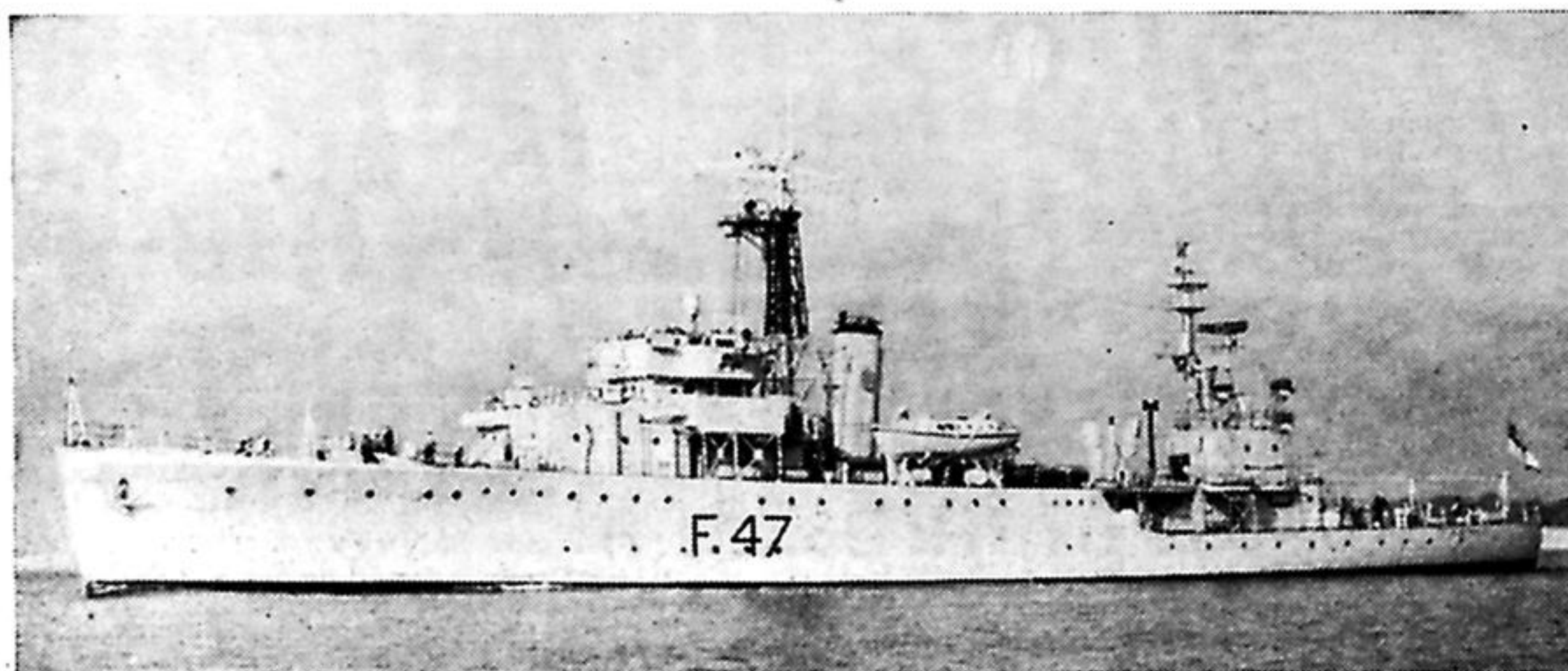
On the lunch table was the Dorrien Cup, which commemorates an expedition in 1745 when two English privateers won £700,000 by capturing three French ships. Seamen received £850 each. Bulwark's crew have been speculating on their share of the money which may be due in respect of the salvage of the Liberian tanker, Melika, in the Gulf of Oman in September last.

Even the most optimistic man in Bulwark is not counting on receiving as much as those whom the Dorrien Cup commemorates.



H.M.S. Aurochs in rough weather in mid-Atlantic. This photograph was taken from a Royal Canadian Air Force aircraft

## H.M.S. FLEETWOOD ENTERS THE HARBOUR FOR LAST TIME



H.M.S. Fleetwood entered harbour for the last time on the evening of December 12. Her days began in Devonport Dockyard, where she was laid down on August 14, 1935. She was launched by Lady Reginald Plunket-Erle-Drax, whose husband was the then Commander-in-Chief, Plymouth.

Fleetwood was first commissioned on November 17, 1936, and spent the next 12 months with the Home Fleet. During this period she was present at the Coronation Naval Review of King George VI. She is one of the few ships at the Review which was also present at that by Queen Elizabeth. Prior to the outbreak of the last World War she saw service in the Red Sea and on the Mediterranean Station. In the early months of the war she returned for escort duties in the North Sea.

During the Norwegian Campaign in 1940 she was damaged by air attack. In the later stages, however, she managed to evacuate a party of 350 Army and R.A.F. personnel from Aandalsnes. On her return to Scapa Flow, the evacuated officers and men presented the ship with a testimonial of appreciation, which is still held.

In the spring of 1941, Fleetwood joined the Western Approaches Command, initially as part of the 1st Anti-Aircraft Division and later as a unit for the 44th Escort Group. During this period she was one of the escorts who safeguarded the ships taking part in Operation "Torch" as well as carrying

out her more routine duties of ocean escort to Atlantic Convoys.

### TWO KILLS

In 1943, Fleetwood was credited with two "U" boats killed. The first encounter was in the Atlantic when, with the corvet Mignonette, "U" 528 was sunk. Both ships received Admiralty congratulations for this encounter. The second kill occurred in the Straits of Gibraltar when, in company with H.M.S. Active and H.M.S. Witherington, "U" 340 was sent to her doom.

Fleetwood continued escort duties in the Mediterranean during 1944. At the end of the year, she was transferred to the Portsmouth area where enemy submarine activity had greatly increased. She was placed in reserve at Hartlepool in August, 1945. However, it was not long before she was again commissioned, in January, 1946, and allocated to the Portsmouth Squadron. Her role was to be trials ship for the Admiralty Signals and Radar Establishment, perfecting the equipment of the Navy of the Future. This role she has successfully carried out until the present day.

It is of interest that 61 per cent. of the ship's company are younger than the ship. Fleetwood's mantle of being the second oldest operational ship of the Royal Navy, now devolves upon H.M.S. Protector.

Fleetwood is commanded by Lieut.-Cdr. C. E. H. Munro-Faure, R.N.

H.M.S. Fleetwood, which, for over 12 years, has been in and out of Portsmouth Harbour. Her crew reckon she knows her own way to and from the exercise areas

## God rest ye merry, Gentlemen

THE following messages which so aptly show the feelings of mutual respect which exist among the submariners of the Royal and United States Navies were exchanged between Flag Officer (Submarines), Fort Blackhouse, and Rear Admiral F. B. Warder, U.S.N.:

To F.O.S.M. from Comsublant "Request you convey to all Royal Navy Submarine officers and men best wishes of Submarine Forces, U.S. Atlantic Fleet for a joyous holiday season and a New Year filled with hope and promise. We join with you in the dedication of our lives to the preservation of peace on earth and goodwill to all men."

To Comsublant from F.O.S.M.: "The Officers and Men of the Submarine Service of the Royal Navy are deeply appreciative of the kind message from the Submarine Forces Atlantic Fleet. We in return send our own best wishes for Christmas and the New Year. May the comradeship relationship which already exists between all of us submariners grow yet stronger during the coming year. God rest ye merry, gentlemen."

## ALCIDE RETURNS

THE Royal Navy submarine H.M.S. Alcide (Lieut.-Cdr. J. H. Blacklock, R.N.) returned home on Thursday, December 11, after an absence of some 18 months.

During this period she has been based on Halifax, Nova Scotia, operating with the Royal Canadian Navy to provide anti-submarine training.

Before leaving, the following handsome "thank you" signal was received from Canflagant (Canadian Flag Officer, Atlantic Coast): "Untiring and excellent service has been provided whilst under my command. You all have every reason to be proud of your contribution to our anti-submarine effort. Bon voyage and a happy Christmas to you all."

## Two years with the R.A.N.

H.M.S. Aurochs, which berthed at the submarine headquarters at Gosport on December 3 after a 12,000-mile passage from Australia across the Pacific, is the latest submarine of the Royal Navy to circumnavigate the globe. She left the United Kingdom in January, 1956, and by way of the Mediterranean and the Far East joined the Fourth Submarine Squadron at Sydney.

When the submarine Thorough completed a similar voyage a year ago, it was stated at the time that she was probably the first submarine to sail around the world.

Now commanded by Lieut.-Comdr. Peter R. Hay, R.N., the Aurochs has been working with the Royal Australian Navy and in May, 1956, took part in "Monsoon," largest Commonwealth maritime exercise ever held in Far Eastern waters with ships of the Royal Navy and the Royal Australian and New Zealand Navies taking part.

Before leaving Sydney at the beginning of October, the captain of the Aurochs received the following message from the Australian Commonwealth Naval Board: "Regret your

departure from the Station after two years of good service with the Royal Australian Navy and take this opportunity of wishing you, your officers and men a safe passage and happy homecoming. Well done."

The Aurochs, which has a complement of six officers and some 60 ratings, called at Tahiti on her way across the Pacific. She passed through the Panama Canal on November 3 and has since visited Curacao and also the U.S. Naval submarine base at Key West on her way back to Britain.

H.M.S. Aurochs was laid down in 1944 and designed for service in the war in the Pacific. She was, however, not launched until a month before the war ended and was completed in February, 1947.

## BERNARDS of HARWICH

extend New Year Greetings to all serving with the Royal Navy

At the same time they remind them that the Bernard service provides an ideal way of obtaining not only their complete uniform and Civilian clothing requirements but also practically all other personal needs and those of one's family.

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## H.M.S. Excellent entertains 'John Player'

FOR some years now there has been an annual football match between H.M.S. Excellent and Messrs. John Player & Sons, the tobacco firm of Nottingham—an association which was brought about by the world-wide advertisement of Players showing a rating with an H.M.S. Excellent cap ribbon.

This year's match was played at Whale Island on Saturday, November 29, for a trophy which was carved and presented by H.M.S. Excellent and resulted in a win for H.M.S. Excellent, 5-4. Next year the match will be played at Nottingham.

That same evening the battle was refought with skittles and beer, but

there does not appear to be any recorded conclusion. On Sunday forenoon the teams went for a trip round the harbour by launch from the Dockyard followed by a walk round the destroyer, H.M.S. Vigo.

After a special lunch in the main dining hall at Whale Island the visiting team returned to Nottingham in the afternoon.

H.M.S. Excellent is now wondering whether the rating in the advertisement will appear with a feather in his cap ribbon!

Captain Henry Peel Ritchie, R.N. (ret.), the first naval officer to win the V.C. in World War I, died in Edinburgh, aged 82.

He won the V.C. at Dar-es-Salaam in November, 1914.



# TWENTY-THREE THOUSAND MILES ON TOWING DUTIES

## Submarine hauled from West Indies

A "DRAFT chit" to H.M.S. Samsonia set me wondering. What was she—an air station in Scotland? What was the job—Home Service or shore base? My inquiries soon sorted things out. A White Ensign tug operating from Portsmouth and spending her time towing around the British Isles when not alongside the wall at Portsmouth. Such was the information I gathered. How wrong can one be? A tug on a Home Sea Service commission—yes, but Samsonia, from November, 1957, to September, 1958, logged close on 23,000 miles, and that kind of distance is not done hugging a dockyard wall.

I joined Samsonia—a clean and tidy vessel—in November to be met with the "buzz" that we were to sail for Singapore the next day. We sailed all right, but not for Singapore; instead it was to Sheerness to collect the Jamaica and tow her to the Gareloch for breaking up.

On the way to Sheerness I learnt quite a bit about the Samsonia. Built at Robb's Yard, in Leith, in 1941-42 as the second of the Bustler Class rescue and salvage tugs, she was used in that role until the end of the war. Those of you who have seen the picture "The Key" will have a pretty good idea what this entailed, but unfortunately I have no information of her war record other than that she operated mostly in the Western Approaches. Incidentally, she was called the Sansam then. Her length overall is 204 feet, beam 40 feet and displacement 1,630 tons; twin Polar Atlas diesel engines driving a single screw, develop 3,200 h.p. Her range at full speed (16 knots) is 11,904, and at economical speed (12 knots) 16,416. All fresh water has to be carried, as there is no means of making it on-board. Complement: 4 officers and 37 men.

After the war she was chartered to the Foundation Maritime Company of Canada and renamed "Foundation Josephine," and whilst thus employed she went aground in a hurricane off

that it was the cruiser Jamaica and not the island of Jamaica we were going to tow. I was to learn from experience that the bigger the ship the bigger the wires, shackles and manillas, and consequently the more sweat and time went into preparing the tow, and I was to learn that recovering all the gear and stowing it away after a tow is completed is an even more laborious task.

Anyway for the record we, in company with the R.F.A. tug "Saucy," got the Jamaica up to the Gareloch in four days, where we had a break at Greenock before towing a floating dock from Rothesay to Barrow-in-Furness—the last job before Christmas, 1957.

Our programme for 1958 began with towing the Mermaid from Portsmouth to the Tyne. Then we raced to Plymouth and towed the Hart back to the Tyne, returning to Portsmouth, all in 10 days.

### RIDING OUT A FORCE 9 GALE

After a few days in Portsmouth we set off with the Morecombe Bay in

Coast, then to U.K.—a distance of 6,000 miles. It had taken us three weeks to get to Kingston by the direct route without a tow, so we fully prepared to take at least six weeks to two months for the return journey. That's a long time looking at the same faces, and seeing the same films over and over again. We had five films to entertain us. Normally we are only allowed to borrow films and equipment when we are going to be away from the U.K. on long towing jobs.

However, the trip back didn't take quite so long as expected, since we had mainly good weather, but even so, during the rough spells two of the towing bridles parted, which left us with two, and we had moments during the last few days when we thought what a business it was going to be if the remaining bridles parted and we had to recover what was left of the tow and prepare a new one at sea. We made it, however, and just 30 days out of Kingston we arrived at Plymouth and left Turpin there. That same night we sailed to Portsmouth to catch up on our Easter leave.

### GIBRALTAR AND MALTA

Almost immediately after Easter leave we were off again on a local tow from Hartlepool to Barrow-in-Furness, returning to Portsmouth to collect a N.A.S. Lighter and tow it to Malta. From Malta we towed a salvage lifting craft back to Plymouth, and any mariner who came within five miles of us during that return trip must have had the fright of his life, because the tow was swinging through an angle of 120-160 degrees, which looked at night like a ship with a drunken helmsman in control. However, that sort of thing is to be expected with a ship having virtually a flat bottom and blunt bow.

On that trip we managed to get one day's leave in Gibraltar and a couple at Malta. In all we had five runs ashore during that month.

After that things became a bit easier and but for three spells of target towing off the Isle of Wight during the month of July we were left alone until summer leave, which as you already know was spent by most in oilskin and seaboots, which left us looking forward to the next job on September 1: a tow from Hythe in Southampton Water to Malta.

### THE TOW "PARTS"

Having got to Hythe, weather reports forecasted a rough passage for us throughout the trip, but it was decided to press on and hope that by the time we got into the Bay of Biscay it would have improved. Such was not to be, for we were met by a Force 7 S.W. gale, and very rough seas, forcing us to ease right down to about 4 knots. Looking back on our tow from time to time I felt sorry for those dozen hands on the minesweeper. We were heaving about a lot, but they were having a rough time, and early on the second morning just before daybreak in a blinding rainstorm the tow parted, and the minesweeper was at the mercy of the seas. Because of her design she immediately turned beam on to the wind, which meant at right angles to the sea, and it must have taken an expert sailor to have kept his feet under him for the three hours it took us to connect up a new tow. However, we got her again, which was the main thing, and at 3 knots were heading towards Gibraltar. The weather didn't give us a break at all, and seven days later we parked ourselves alongside the South Mole at Gibraltar, and after getting everything ready for an early departure the next day those of us who were off duty went ashore to stretch our legs.

Next morning we were off again, and this time the weather was good to us. From Gibraltar to Malta it was fine and we made a little over 10 knots the whole way, arriving outside Grand Harbour at 2000 hrs. on Friday, September 12, where we anchored and brought our tow up alongside. Suddenly it blew up and we had to enter harbour that night instead of the following morning.

Now we were all set to rush back to



Taking Turpin in tow

Portsmouth and to our refit which was due fairly soon, but "No sir!" once again; "Prepare the tow." Hawkers, shackles, stoppers and the thousand and other things which go to make a tow had to be made ready, and laid out for use before we could really get a quiet run ashore, so although we had four days in Malta we can't say it was a holiday.

This time, with the "Childers" behind us, we had the "Be all and end all" of towing—good weather—and reached Gibraltar in six days. After a run ashore lasting a few hours, we set

sail for Pompey, to start our refit, and have a break if we are lucky, because, don't forget, this is a Home Sea job, and from what I can see most of the boys have been getting draft chits after a year or so of this Home Sea stuff, to General Service Commissions and Foreign Sea jobs.

Figure it out for yourself: four of our nine months this year have been abroad. Some Home Sea Service! And just for the record, up to September we have steamed close on 23,000 miles already this year.

TUGGY



H.M.S. Samsonia

Bermuda. Eventually she was repaired and returned to the Royal Navy in May, 1952, and underwent an extensive refit, joining the White Ensign Tugs in March, 1953, and for the remainder of that year did a fair amount of towing around the U.K. covering 2,300 miles.

In the succeeding years she has "clocked" up the following mileages: 1954, 670; 1955, 12,627; 1956, 12,146; 1957, 6,561; towing a variety of craft notably two floating docks, three cruisers, one aircraft carrier, several destroyers and frigates, and in 1955 towed the Wager from Simonstown to Portsmouth in six weeks. She was busily employed at Port Said and between there and Cyprus during the Suez Campaign in 1956.

So there you have in a nutshell a brief history of the ship and what she had been up to before I joined.

### PREPARE FOR TOWING

Well, having left the lining of my stomach somewhere off Beachy Head and feeling the effect of six weeks' Foreign Service leave with too much rich food, I staggered up on deck at Sheerness to prepare the tow.

Now I reckon I have handled a few wires and manillas in my time, but when the bosun smacked the end of a 90-fathom 20-inch manilla in my hand and said, "flake that down on top of the towing hold, Jack," I almost collapsed. If I had not had some support, in fact a lot of support, I would still be flaking that manilla down yet. It took 10 of us plus the after capstan to do the job in two hours. Then we had to get wires ready, none of them less than a 5-inch, plus what appeared to be the entire stock of shackles in the Royal Navy.

After seeing that lot on deck I began to wonder if I had got the story right,

tow for Barrow-in-Furness, but unfortunately due to heavy weather in the Western Channel, when we were hove-to for 24 hours, we had to put into Plymouth. This proved fortunate for us, because riding out a Force 9 gale for that time had so weakened the towing bollards on the Morecombe Bay that we pulled one set clean off just off Plymouth breakwater, and she started to drift. However, harbour tugs had been standing by at the breakwater, so they got her before she had gone any distance. Then just to keep the boys amused we were ordered to return to Portsmouth straightaway, and were given two days to store up, get our tropical gear together and sail for the West Indies. It was not until we were well under way for Kingston, in Jamaica, that we learnt that we would be towing the submarine Turpin back to U.K.

### TOWING A SUBMARINE

Well, that might appear something of a cruise on the face of it, but we hit some really nasty weather about the Azores which turned even the oldest of hands green, and tossed us around like a cork. It was impossible to stand up or even sleep for three days, and if you could hold on to a cup of "pot mess" long enough to eat it, you were lucky. We were glad to get to Kingston, and stay there for a week whilst we rigged up the tow, which amounted to no fewer than four bridles from different points on the submarine. Most of the Turpin's crew had already left in the Maidstone before we got there, and only a skeleton crew of about 25 men remained.

One way and another we made the best of that week in Kingston and prepared ourselves for the long haul back to U.K., which wasn't going to be straight back by the route we had come, but across almost to the African

## Submariners' free 'sky lift'

ON November 16, a foggy Sunday morning, there was an unusual sight in the East River as the Submarines Ambush (Lieut.-Cdr. P. F. B. Roe), Alderney (Lieut.-Cdr. R. A. Hedgecock) and Alcide (Lieut.-Cdr. J. H. Blacklock), arrived from their base in Halifax, Nova Scotia, and secured alongside at Brooklyn Navy Yard.

The next few days were a whirl of sight-seeing, dances, shows and parties. The United States Navy and British Consul General had arranged sight-seeing tours of the United Nations Building, Rockefeller Plaza, Hayden Planetarium, Radio City and, of

course, the Empire State Building. The Submariners were the first people for 29 years to be given a free visit to the top of the Empire State Building.

The destroyer U.S.S. Brownson, which was host ship to the Squadron, was also celebrating its 13th birthday and many of the ships' companies of the submariners were invited to their dance. Many clubs and organisations in New York threw open their doors to the Squadron.

Many took the opportunity to do their Christmas shopping. The P.X. did a roaring trade with the sailors, and 5th Avenue and Times Square were treated to the sight of Jack ashore.

Sporting events were arranged and the Squadron beat the R.M.S. Queen Elizabeth 6-1 at soccer and New York Rugby Football Club 6-3.

The visit continued for a week for Ambush and Alderney, though Alcide had to depart for exercises after only three days. The pace was fast and when the Squadron sailed on November 23 for Halifax and the frozen North, many were glad to get to sea for a rest, but nevertheless took away memories of one of the best weeks of the commission.

Admiralty Fleet Order 2915/58 announces the introduction of a new category of Stores (S) rating in the W.R.N.S. These ratings will be employed on both Naval and Air Stores duties. Existing W.R.N.S. Air Stores ratings will be recategorised as Stores (S) ratings. These changes will permit greater interchangeability between R.N. and W.R.N.S. Stores ratings and take effect on December 1, 1958.

## ARGENTINE CARRIER SAILS

THE aircraft carrier A.R.A. Independencia (ex-H.M.S. Warrior), after eight weeks' intensive work in commissioning—a task performed by a steaming crew of 300 men of the Argentine Navy specially sent from Argentina—left Portsmouth Harbour on December 8 to undergo trials.

The commissioning of the unit has been done in record time.

The A.R.A. Independencia sailed to Buenos Aires steamed by her own crew on December 10.

His Excellency the Argentine Ambassador, Rear-Admiral Teodoro Hartung, and the Naval Attaché, Rear-Admiral Benjamin M. Colman, accompanied by a representative of the Admiralty, flew to the carrier in a helicopter provided by the courtesy of H.M.S. Vernon.

The official party flew back to Portsmouth when the carrier started moving on her way home.









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Patron: H.M. The Queen

## ROYAL NAVY'S JOB TO HELP OTHERS Portsmouth's Twenty-first annual dinner

MISS BRITANNIA



Miss Norma Gledhill, aged 17, of 6 Durnford Street, Middleton, Lancs, elected as Miss Britannia of the Middleton, Manchester Branch. Miss Gledhill attended the Annual Reunion at the Festival Hall on October 18

### ON LEAVE AT BANGOR

THE Bangor Branch sends greetings to all shipmates and particularly those who have visited our headquarters while on holiday in Ireland this year. Since their visit things have altered considerably. The Branch has secured new premises which, when all necessary alterations have been carried out, will be ideal for the comfort of the members and well equipped to provide refreshment and rest for the ships' companies of visiting warships. This latter aim, which has always been one of the chief activities of the branch, has not been lost sight of in the planning of the new premises. The installation of a modern kitchen and provision for sleeping accommodation for libretymen stranded by bad weather together with a bar and lounges, TV, room, billiards and dart room should ensure that visiting crews will have every facility.

ABOUT 350 members of the Portsmouth Branch of the Royal Naval Association and their friends attended the branch annual reunion dinner on December 5. The occasion was also the twenty-first anniversary dinner of the branch.

Lieut.-Cdr. S. S. Noble, the Vice-President of the Branch, proposed the toast of the Guests which included Admiral Sir Guy Grantham (Commander-in-Chief, Portsmouth) and Lady Grantham, and Mr. A. G. Legg (National Councillor of the Association).

In his remarks, Cdr. Noble referred to the talk given by Admiral Grantham from Nelson's Cabin in Victory, which was relayed from Portsmouth to London, on the occasion of the association's annual reunion in the Festival Hall.

In his reply, the Commander-in-Chief stated that he had great regard for the Royal Naval Association, saying that it kept alive the spirit and happiness of all those who had served in the Royal Navy, and he went on to say that the ships of the Navy today were stretched from north to south, and from east to west. He mentioned, among other things, the difficulties in the Persian Gulf, the three-and-a-half-year trouble in Cyprus, the work of the Home Fleet in shocking conditions in Icelandic waters, and referred to the fact that the Royal Navy is employed usually on helping others on jobs which cannot be done by others.

Admiral Grantham, who said he had spent many years in the Mediterranean, said it had been a trouble area ever since 1935. He told his audience of the great work done by Bulwark and other ships in the Gulf of Oman which resulted in the salvage of two tankers which had collided, been set on fire, and abandoned by their crews.

### PRESENTATION TO WIDOW OF BRANCH PRESIDENT

WHEN No. 5 Area held the meeting the delegate from the Clacton Branch was handed a miniature memorial, with R.N.A. badge affixed, to be presented to Mrs. Potter, widow of the late Area Secretary, Shipmate Potter. The memorial—a fine piece of workmanship—was made by Shipmate St. John Ward, of Ilford Branch.

Shipmate Potter was the President of Clacton Branch and did fine work.

Clacton is only a small branch in numbers, but its activities are maintained at a high level. The branch holds very successful social evenings and it is holding its own in the local darts tournament.

When the chairman of the Portsmouth Branch, Mr. L. Bray, proposed the toast of the Royal Naval Association, he said that he little thought when he became a founder member of the Portsmouth Branch that he would be privileged to be chairman of the branch on its twenty-first anniversary. The branch was 11 years without permanent headquarters, but after very much hard work, 75 members who between them subscribed over £112, their present headquarters in Pitt Street, Portsmouth, was started, and it is now one of the best R.N.A. Clubs in the association. Regarding the future, the chairman said that in the same way as the television challenge had been met at Portsmouth with live entertainment, he looked forward to younger members of the branch coming forward to serve on the various committees and so enable the good work to progress.

Shipmate Arthur Legg responded to the toast of the Association, saying that out of 315 branches in the association, less than 40 were 21 years old, adding that Portsmouth, being a naval port and many Service men joining the association through Portsmouth whilst still serving, other branches were enriched by those shipmates when they left the Service and returned to their home towns.

The president of the Portsmouth Branch handed a cheque for £20 to Lady Grantham, who is chairman of the local King George V Fund for Sailors, and in thanking Shipmate Bray, and the Portsmouth Branch for their generosity, Lady Grantham intimated that the past year had been a record one for Portsmouth contributions to the fund.

The branch is very busy with the last-minute arrangements for the Children's Party on January 6. This party looks like being bigger than ever and when it comes to buying, sorting and wrapping up the presents, one sometimes wonders where all the children come from. Still, it's well worth the effort.

Shipmate C. Pinslott, the branch almoner, was busy just around Christmas making the rounds of the invalids with small parcels. Cheques were sent to the Dame Kelly Old People's Welfare Fund and the Brixham Boy's Home.

The Annual General Meeting takes place on January 14. As usual half of the committee retire and this is as good a time as any to thank them for their past services. They have set a high standard, but their successors will doubtless carry on the traditions.

Another ship's plaque has been added to the Pitt Street Headquarters. This time it is a Canadian one, for those of the ship's company of H.M.C.S. Bonaventure who went to the club wished to show their appreciation for the welcome they received. Surely there is no other branch of the Association which can boast of such a fine collection.

Portsmouth members were sad to hear, just before Christmas, of the passing of Shipmates Webb and Jobson. The latter was a grand old fellow of 94, although his age was hard to believe. On dance nights he seldom missed a dance and was as game as any of the youngsters.

### YOUNG BLOOD A GOOD THING FOR BRANCHES

ONCE again the Cheam and Worcester Park Branch had a very successful dance and made a nice addition to the General Purpose Fund which we are building up for our 1959 Anniversary celebrations.

To finish off the Christmas festivities the branch held a dance on December 27 and it turned out to be a very enjoyable and fitting end to Christmas.

On January 14 the Annual Children's Party is to be held at H.Q., and the youngsters are looking forward to this event very eagerly.

Friday, January 16, is the date of the Annual Meeting Night, when "volunteers" to take over a "trick" at the wheel of the good ship Cheam and Worcester Park and keep her on a straight and steady course for the next 12 months will be called for. A 100 per cent. muster on this night is the aim and it is hoped that there will be more than one name for each office on the nomination sheets. This branch must have one of the youngest sets of branch officers in the area and in the Association—youthful blood is a good thing in a branch.

Saturday, January 31, is dance night for the branch, when the Battersea Branch will come alongside for a visit, and it is hoped they are going to enjoy it.

The branch is looking forward to the 21st anniversary dinner and dance at the Crown Inn, Morden. It is a great thing that the Branch Committee has kept the cost of this event so low in these days of rising prices.

Unfortunately the resignation of the social secretary in December had to be accepted. His commitments at work, including night, became overpowering for him, but he gave of his best until

### All area officials at Bedford dinner

THE Bedford Branch reunion, as always, was a tremendous success. The parade in the afternoon took place in lovely weather and included Trafalgar Square this year, which was a great improvement. The meeting in the Royal Festival Hall in the evening was as good as it has ever been. The only disappointment was that "the Forces' sweetheart" was absent sick.

The branch dinner was another great occasion. Guests included the Area Representative on the National Council of the Association as well as the chairman of the area. And because Bedford's Cmdr. Newton is president of the area and Shipmate Reed is secretary, it can be said all the area officials were present. Mr. and Mrs. Swift and Padre Hart, besides several other friends from the other Associations of B.U.S.A. attended. Mr. Swift said some very nice things about the R.N.A. in his speech which made everyone even more pleased to see him.

The Ladies' Night was on Friday, December 19 and everyone enjoyed the evening.

The Annual General Meeting will be on Friday, January 24. Please try to keep that date free.

### Newton Abbot enjoys Plymouth visit

THE "get-togethers" of the Newton Abbot branch are proving highly successful, as the following report shows.

Recently the branch visited Plymouth branch and a four-and-a-half-hour programme of entertainment followed at splendid tea supplied by the Plymouth Ladies' Section. Plymouth has a wonderful supply of talent and the fun was fast and furious. The visit was the second annual visit made by Newton Abbot to Plymouth and Newton is determined to repay the lavish hospitality they received when the Plymouth branch pays its return visit to Newton Abbot.

The Marguerite School of Dancing recently gave a colourful series of dances in aid of Newton Abbot branch funds, and the sum of £12 10s. 3d. was gratefully received by the branch chairman, Shipmate W. G. Langeridge.

The Torbay R.M. Association and members of the Newton Abbot Hospital staff social club were guests of the Torbay branch at a social arranged by the ladies' section. The programme was tape-recorded.

The honorary secretary of the Association is Shipmate Lewis, of 15 Broadlands Avenue, who extends a warm welcome to other organisations in Newton Abbot to join them.

he could cope no more. "Thanks Vic for all your hard work."

One of the shipmates has left the branch to go to Cuba for his firm for six months, his last words being a strong "warning" not to forget his "Navy News" every month. It's amazing how far afield the journal goes in the world.

Shipmates visiting Cheam are always welcome. PAT COE

### Portland looks forward to own Headquarters

IT is a pity that the usual Dorset dialect is adrift this month, but the Secretary, Bert Coleman, has had a nasty accident and on behalf of all the Shipmates I wish him a speedy recovery. It is hoped that by the time this goes to press he will have enjoyed his Christmas turkey and pudding. "Get well soon, Sec."

Since the branch last appeared in print it has been up to all kinds of things: reunion, tramp suppers, to Pompey Branch outing, Christmas draw social. Thanks are due to Vice-Chairman Babb for all he did to swell the kitty. It will all be needed in 1959.

Portland always likes to read where branches are on the increase in membership. It is with joy that Portland can say that at every monthly meeting it has the pleasure of welcoming new shipmates. It is hoped that in the not too far off future, the branch will have its own headquarters. Yes, shipmates, the land has been bought, so look for big things in the Portland Branch. Everyone will be kept informed of progress, so when visiting Sunny Dorset you can park right alongside.

I would be failing in my duties if I omitted in these notes a big word of thanks to everybody in the Pompey Branch for the wonderful time they gave us on December 6. It would be wrong for me to pinpoint any individual, because it must have taken some real hard "behind the scene" work to put a two and a half hours' show on like that. I cannot put in writing just how much we did appreciate everything they did. "Thanks a lot, shipmates."

We were very pleased to see, know and talk to our Editor while we were there. Perhaps he will come and give us a visit with the Pompey Branch next year when we get kitted up, and that goes for all the other branches, too.

### Newcastle reaches a century

THE Newcastle and Gateshead branch has achieved a milestone in its finances. For the first time the amount in the "kitty" tops £100. It may not appear a great deal to some of the larger branches, but to Newcastle and Gateshead it is a real mark of progress.

The Chairman of the branch, Shipmate Finch, is talking of a Standard and its dedication, but the Secretary, Shipmate Thirlwell, is saying "let us creep before we crawl." The branch has a first-class club headquarters and a period of consolidation seems to be the immediate answer.

Newcastle has two messages for other branches. The first is to thank Londonderry for communicating Shipmate Anderson's address. All branches should automatically inform other branches when a shipmate leaves a district. The second message is for Portsmouth. At long last a Portsmouth shipmate has visited Newcastle. Shipmate Chief Petty Officer Orrick, with his wife and son, has made his number. Shipmate Orrick is leaving the Navy next year and is settling in Newcastle, so Portsmouth's loss is Newcastle's gain. He gave the branch all the "buzz" from Portsmouth. — R. FINCH.

### Future activities to be discussed in January

The January meeting of the Havant branch, the Annual General Meeting, to be held on January 6, promises to be a full and interesting one. Possible future activities were discussed at the December meeting, but as there are likely to be several changes in branch officials, it was decided to leave these items until after the A.G.M. At the last meeting of the year, Shipmate T. Edwardson was welcomed into membership.

### Order or Renewal Form

(Delete as appropriate)

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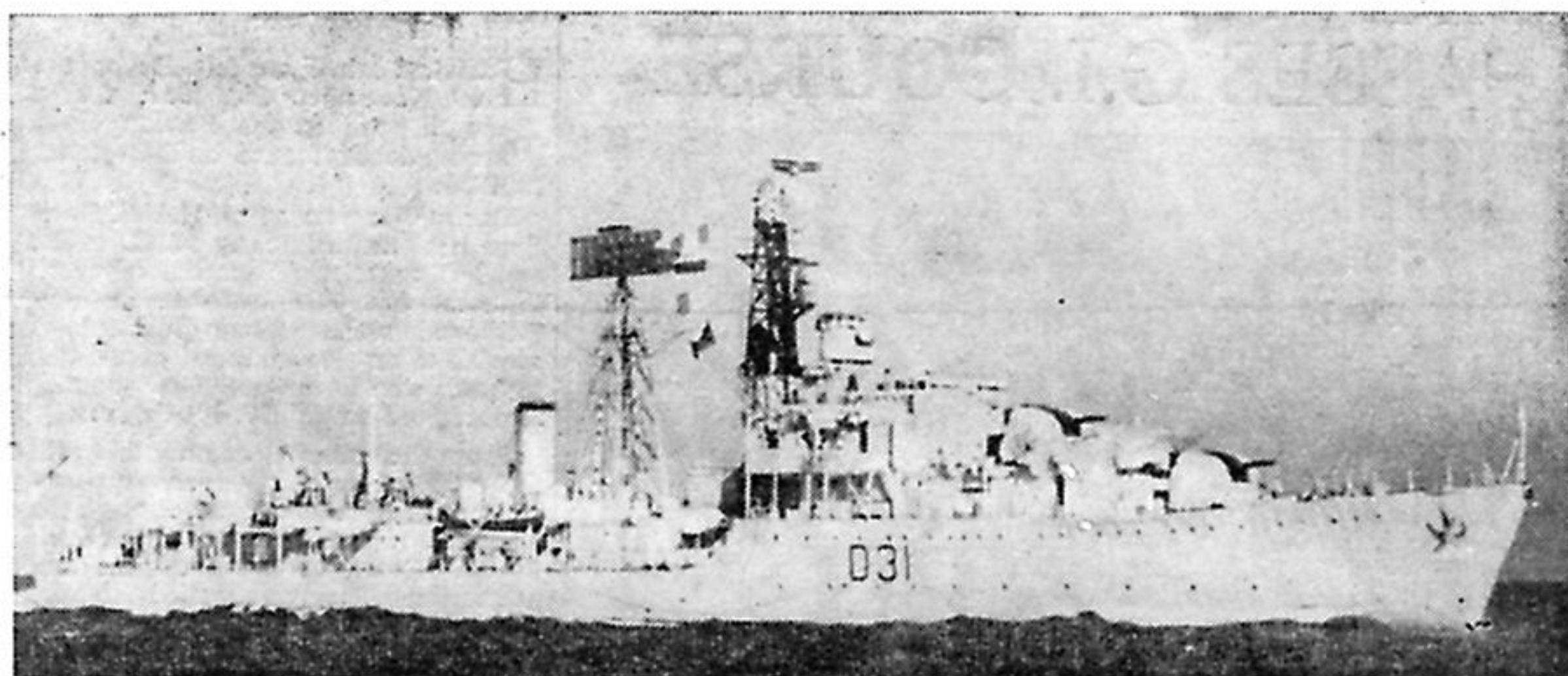
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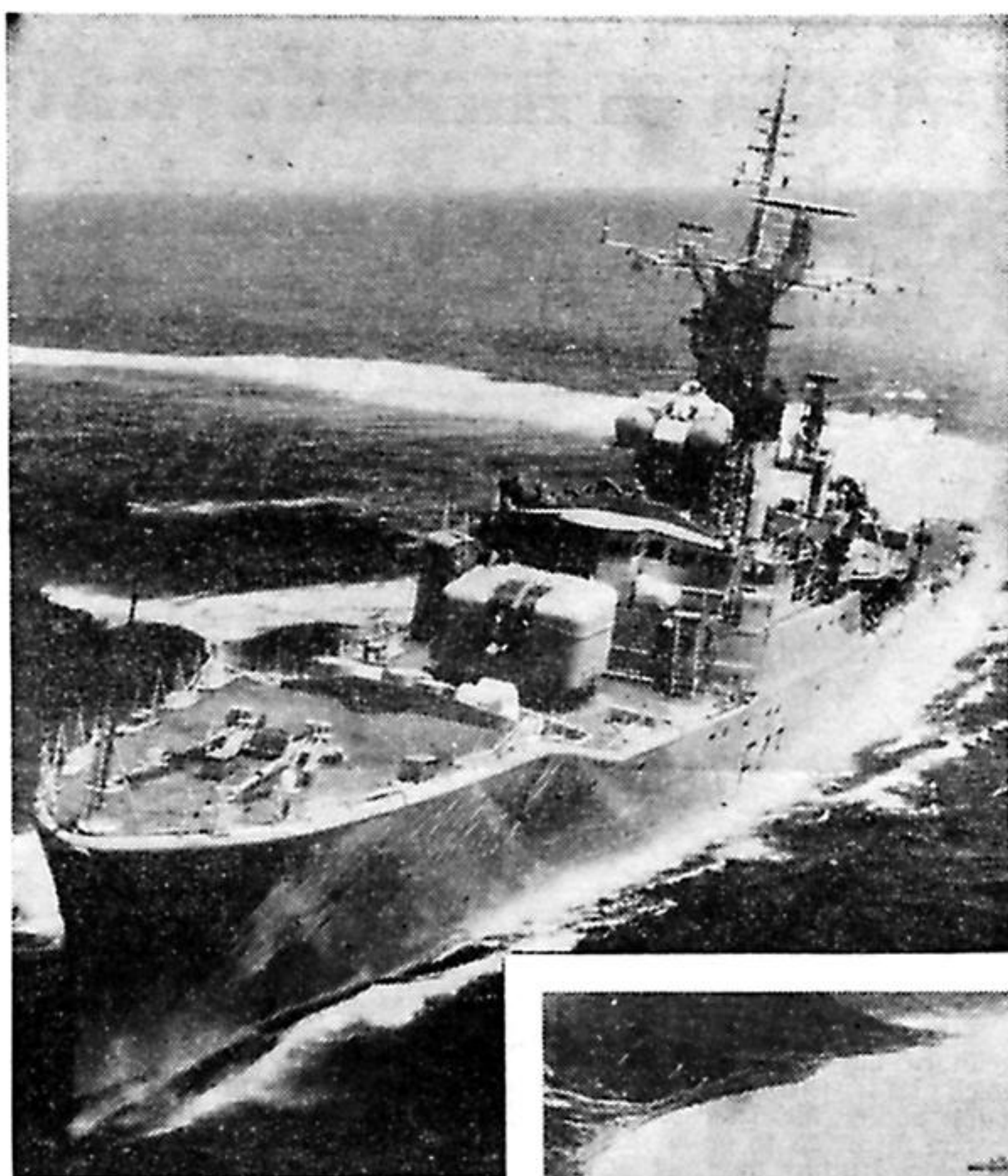
If member of R.N. Association, please state Branch.



# MODERN 'WEAPON' CLASS



H.M.S. Broadsword, the first of the four units of the Weapon Class to be modernised, is seen during post-refit sea trials. All her control equipment has been brought up to date and habitability has been raised to the highest standard possible in this class of ship. A noticeable feature of her new silhouette is the second mast which has been installed to carry a new type of air warning radar.



H.M.S. Torquay turning at speed during exercises in August, 1958. Torquay is a Whitby class anti-submarine frigate and all the ships of this class, of which there are 16, are named after seaside resorts. With their high fo'c'sle and clean lines these ships ride well in a seaway, and are exceptionally dry. It has been stated that the operations room is the finest ever put into a small ship.

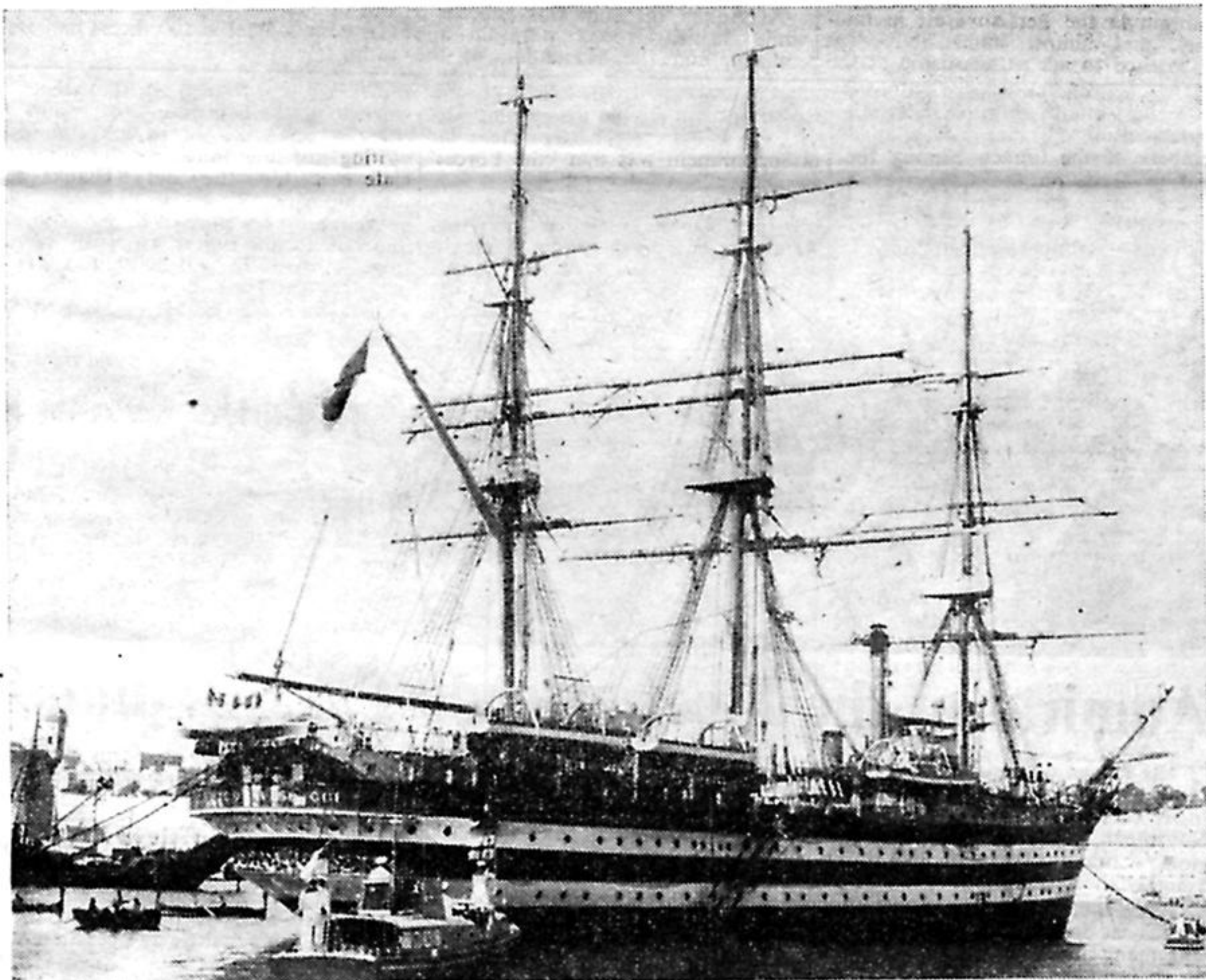


This view of Simonstown—"the gateway to the East"—will doubtless bring back memories to many seafarers. The naval base at Simonstown, after 143 years of British use, was handed over to the South African Navy on April 2, 1957.



"Your wife seems in an awful paddy, sir"

There was a small fire in the auxiliary boiler room of H.M.S. Scarborough at Portsmouth on December 16. The fire was brought quickly under control and there were no casualties and no damage.



In October we published a photograph of the Italian training vessel Almerigo Vespucci in full sail. This photograph shows the vessel anchored in Grand Harbour, Valletta, when the ship visited Malta. The Commanding Officer, Capt. Paolo Paladini, laid a wreath on the main war memorial in Pembroke Cemetery, and called upon the Flag Officer, Malta, Rear-Admiral Sir Charles Madden, Bt., C.B., who is seen here in his barge about to return the call.

## First Sea Lord visits Leopard

THE First Sea Lord (Admiral of the Fleet Earl Mountbatten of Burma) visited Portsmouth on December 19 and paid an informal visit to H.M.S. Leopard, recently completed in H.M. Dockyard, Portsmouth.

The Leopard class, viz., Leopard, Jaguar, Lynx and Puma, are anti-aircraft frigates designed primarily for the protection of convoys against aircraft and will also serve as a medium type of destroyer in offensive operations.

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## FIJIAN PETTY OFFICER PASSES G.I. COURSE



Petty Officer William Raikuna, who successfully passed the gunnery instructor's course in H.M.S. Excellent, has left the United Kingdom to return to Suva, Fiji, to undertake the gunnery training of ratings of the Fiji R.N.V.R. Although Petty Officer Raikuna was not enamoured of English weather, he expressed himself as pleased with the English people he met. His difficult gunnery course lasted 40 weeks and it is believed that he is the first Fijian ever to qualify at Whale Island

## ANNIVERSARIES OF NAVAL IMPORTANCE

Compiled by, and printed with  
permission of, Commander W. B.  
Rowbotham, Royal Navy

December 12, 1941—Passage of Breconshire from Alexandria to Malta and partial engagement with Italian battleships. Rear-Admiral P. Vian, C.S.15 in Naiad.

December 13, 1939—Cdre. H. H. Harwood (Ajax) engaged German pocket battleship Admiral Graf Spee off the River Plate and drove her into Montevideo, outside which port she scuttled herself on the 17th.

December 13, 1939—Salmon torpedoed German cruisers Leipzig and Nürnberg.

December 13, 1941—Legion, Maori, Sikh and Netherlands destroyer Isaac Sweers sank Italian cruisers Alberico da Barbiano and Alberto di Guisano off Cape Bon.

December 14, 1939—Kelly badly damaged by German mine off mouth of Tyne.

December 15, 1899—Battle of Colenso. Naval Brigade of Terrible, Forte, Tartar and Philomel.

December 18, 1793—Vice-Admiral Lord Hood (Victory) at the evacuation of Toulon. Fourteen French ships of the line and 19 frigates and corvettes captured or destroyed.

December 19, 1941—Neptune and Kandahar sunk by mines off Tripoli.

December 19, 1941—Queen Elizabeth and Valiant severely damaged by Italian "human" torpedoes at Alexandria.

December 25, 1941—Hong Kong surrendered to Japanese forces.

December 26, 1943—Duke of York (Admiral Sir Bruce Fraser) sank German battleship Scharnhorst off North Cape.

December 28, 1939—Barham sunk by German U30.

December 28, 1943—Enterprise and Glasgow engaged and dispersed 10 German destroyers 270 miles off Ushant, sinking three.

December 31, 1942—Defence of convoy J.W.51B. (14 ships) against German U-boat, Admiral Hipper and six destroyers in Barents Sea. Achates and Bramble sunk. Sheffield (Rear-Admiral R. L. Burnett) and Jamaica formed Force R. V.C. Capt. Robert St. Vincent Sherbrooke (Onslow). Obdurate, Obedient, Oribo, Orwell, Hyderabad, Northern Gem, Rhododendron, Vizalma also engaged. German Friedrich Eckoldt sunk by Sheffield. Admiral Hipper damaged.

January 1, 1915.—Formidable sunk by German U24.

January 2, 1757.—Capture of Calcutta by Vice-Admiral Charles Watson (Kent), and troops under Colonel Robert Clive.

January 3, 1943.—"Chariot" human torpedo sank Italian cruiser Ulpio Traiano in Palermo harbour.

January 10, 1806.—Cape Town capitulated to forces under Major-General Sir David Baird and Commodore Sir Home Riggs Popham (Diadem). A Naval Brigade was landed.

January 11, 1782.—Capture of Trincomalee by Vice-Admiral Sir Edward

Hughes (Superb) and the Hon. Company's troops.

January 11, 1941.—Southampton sunk by aircraft east of Malta.

January 16, 1780.—Admiral Sir George Brydges Rodney (Sandwich) defeated 11 Spanish sail of the line under Admiral Don Juan de Langara (Fenix) 12 miles south of Cape St. Vincent.

January 17, 1912.—Capt. Robert Falcon Scott, R.N., reached the South Pole.



January 17, 1942.—Gurkha sunk by German U133 off Mersa Matruh.

January 17, 1942.—Matabele sunk by German U454 off Murmansk.

January 19, 1839.—Capture of Aden, January 22.—Anzio landing.

January 24, 1915.—Action of the Dogger Bank. Vice-Admiral Sir David Beatty (Lion) v. Rear-Admiral Hipper (Seydlitz). German Blucher sunk.

January 26, 1841.—Hong Kong formally taken possession of by Commodore James John Gordon Bremer (Wellesley).

January 28, 1918.—E14 sunk in the Dardanelles V.C. Lieut. - Comdr. Geoffrey Saxton White (E14). Posthumous.)

January 30, 1944.—Hardy torpedoed by German U278 and sunk by own forces off Bear Island.

Corrections to November list of anniversaries:

November 19, 1915. Line 2: for "Davis" read "Davies."

November 25, 1941. Line 2: for "Barani" read "Barrani."

November 27, 1940. Line 3: for "Someville" read "Somerville."

Corrections to December anniversaries:

Dec. 1.—For "Amora" read "Aurora"; for "Aluise" read "Alvise."

Dec. 2.—For "Amora" read "Aurora"; for "Skeri" read "Skerki."

Dec. 4.—For "Erne" read "Ewe."

Dec. 8.—For "Nurnberg" read "Nurnberg."

Capt. Allan Villiers, who took Mayflower II across the Atlantic in 1957, has stated that he was pleased with the enthusiasm shown in her by the Americans. A quarter of a million people have paid more than £88,000 to inspect her since she was placed on display at Plymouth, Mass.

## Loch Fyne's two out of three days at sea during commission

H.M.S. Loch Fyne left Devonport on November 20, 1957, for a 12-month spell in the Persian Gulf, returning to Plymouth on November 18, 1958.

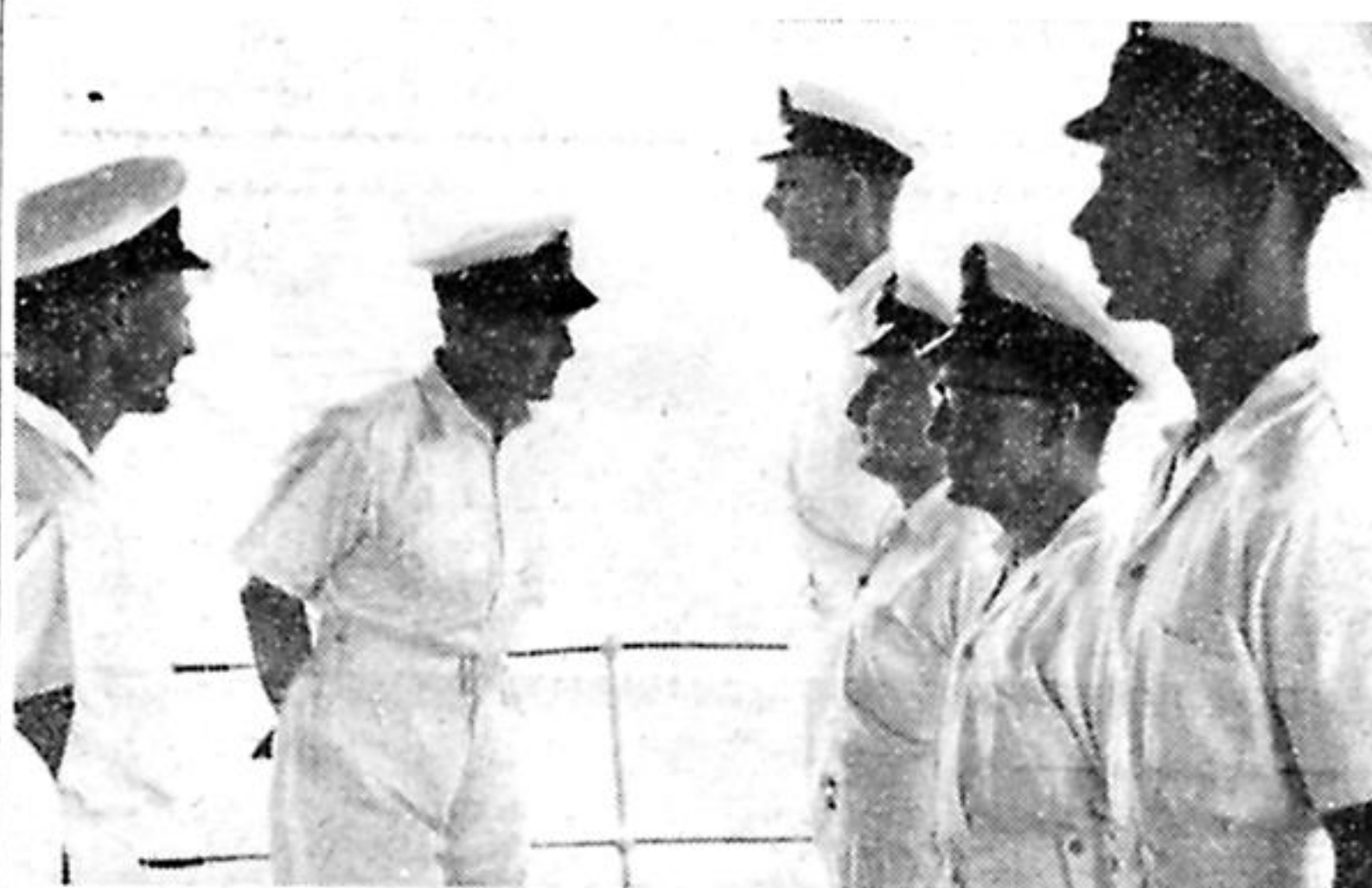
During her time away, H.M.S. Loch Fyne has steamed nearly 50,000 miles, and has spent two days out of every three at sea. She has been mainly employed in the Persian Gulf, and is specially air conditioned for this station, where the average summer temperature is well over 100 degrees.

From the end of December to April, the ship was employed continuously on anti-gun-running patrol off the Muscat and Oman Coast, and off the Trucial Coast, to prevent arms and ammunition being supplied to the rebels in the hills of Oman. This patrol work involved boarding and searching all dhows found inside the three-mile limit, and nearly 200 were searched by the ship. The only relief from this patrol activity was a one-week visit in February to Bandar Mashur in Iran and Basra in Iraq, and to the "floating" oil rig out at sea near Das Island in the Persian Gulf, while taking the Political Resident, Persian Gulf, Sir Bernard Burrows, K.C.M.G., and Lady Burrows on a short visit to the Trucial Coast.

In May the ship visited Colombo for a short decking and bottom scrape. Most members of the ship's company got four days' leave at the Services Rest Camp at Diyatalawa in the hills of Ceylon, the last ship's company to do so, as the Camp closed shortly afterwards.

During June the ship took part in joint exercises with 26 other ships of the Royal Navy, the Indian Navy and the Pakistan Navy, and was based at Trincomalee for this period. Unfortunately, shore leave in Trincomalee was severely restricted due to the civil disturbances in Ceylon at this time.

The ship arrived back at her base at Bahrain in the Persian Gulf in mid-July, and almost immediately was dispatched to act as guardship at the



Mr. R. A. Allan, D.S.O., O.B.E., M.P., Parliamentary and Financial Secretary to the Board of Admiralty, talks to C.P.O. Writer J. M. Hendrie, of Glasgow, on board H.M.S. Loch Fyne during a visit to Trincomalee

mouth of the River Shatt El Arab (which leads past Abadan up to Basra) during the Iraq crisis. Her function there was to be in readiness to safeguard British lives and interests in Iraq should this have been necessary.

In mid-August the ship left the Persian Gulf for the last time, and went south of the Equator to Mombasa for a week's visit. There she embarked the Parliamentary Under-Secretary of State for the Colonies, Mr. John Profumo, O.B.E., M.P., and took him for a week's visit to the Seychelle Islands, 1,000 miles out in the Indian Ocean. After this visit the ship proceeded to Aden and thence to Agaba in Jordan, arriving on October 25.

At Agaba the ship was guardship while British troops were in the country, and the evacuation of the

Army by sea was organised by H.M.S. Loch Fyne. On November 2 His Majesty King Hussein visited Agaba for the departure ceremony, and came aboard H.M.S. Loch Fyne, where he was greeted by a royal guard provided by the Royal Marine Detachment. Ships in the harbour were dressed overall and 21-gun royal salutes were fired by H.M.S. Loch Fyne and H.M.S. Ceylon.

The ship left Agaba on November 2 (the last British service unit to leave Jordan), and after an uneventful passage home arrived in Devonport on November 18 to refit, give leave and pay off.

Loch Fyne (Capt. B. Pengelly, D.S.C., R.N., of Looe, Cornwall) is an anti-submarine frigate of 1,890 tons. Her complement is 10 officers and 165 ratings.

## Admiral of the Fleet attends T.A.S.I. dinner

THE second annual dinner and ball of the Torpedo and Anti-Submarine Instructors Association was held on November 28 at the Royal Sailors' Home Club, Portsmouth, and it was a highly successful occasion.

Over 140 members, guests and friends sat down to a first-class dinner and many more joined for the Ball which followed.

The Guests of Honour were Admiral of the Fleet Sir Algernon Willis and Lady Willis, Rear-Admiral N. A. Copeman, the Fourth Sea Lord, and Mrs. Copeman, Capt. E. A. Blundell (Commanding Officer, H.M.S. Vernon) and Mrs. Blundell, and Capt. G. D. Pound (Commanding Officer, H.M.S. Osprey) and Mrs. Pound. The Training Staff of H.M.S. Vernon were represented by Commander and Mrs. Sims, and Lieut.-Cdr. and Mrs. Bright.

Other guests were the representatives of the Royal Naval Electricians Association, the Royal Naval and Marine Gunnery Instructors Association, and five Canadian Torpedo and Anti-Submarine Instructors from the Royal Canadian ships which were then in port. Capt. Pound had travelled from Portland to attend the function.

Admiral Willis, in an interesting speech, proposed the toast of the T.A.S.I. Association, referring to the beginning of the Torpedo and Anti-Submarine Branch which was developed whilst he was at the Admiralty. Saying that he had been "put out to grass," he felt extremely gratified to

realise that one is not always forgotten even if removed from the realm of active service.

The Chairman of the Association, C.P.O. A. Fraser, in proposing the toast of "Our Ladies and Guests," mentioned that it was the second occasion on which he had acted as Chairman for the Annual Dinner, and said what an honour it was to have Admiral Willis with them, particularly so as he is the Senior Officer of the Torpedo Branch left in the Navy.

During the Ball, Admiral Willis insisted on meeting as many guests as possible, with the accent on "old ships" and ex-Torpedo Gunners mates, whilst the Fourth Sea Lord also sought out familiar faces.

Prizes for dancing were won by C.P.O. and Mrs. Pink, Mr. and Mrs. Merry, and P.O. and Mrs. Russett.

The organisers have every reason to congratulate themselves upon the splendid arrangements made and their thanks have been given to the manager and staff of the Royal Sailors' Home Club for their co-operation and hard work.

## FAREWELL PARADE

The Medway Barracks, Chatham, is to be sold and a farewell parade was held in December. Royal Marines have drilled at the barracks since the days of George III.

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## News of other navies

## U.S. navy cancels exercises for mercy job

WHEN the 3,405 ton passenger ship Hoiwong ran aground on Bamboo Reef in the Paracel Island last October, major U.S. Navy exercises were cancelled to allow the heavy cruiser U.S.S. Helena to aid the stricken ship.

The Hoiwong ran aground during the middle watch. The master appealed for help from the U.S. 7th Fleet guarding the Straits of Formosa. He reported that the ship had been holed and that No. 2 hold was flooded. Within a few hours the Helena, flying the flag of Vice-Admiral F. N. Kivette, C-in-C, 7th Fleet, arrived on the scene. The heavy seas running at the time made it impossible to take off crew and passengers from the Hoiwong by boat so the Helena's two helicopters were used. Before the Helena's arrival, from the exercise area across the South China Sea near the Philippines, two Hong Kong tugs had tried and failed to get the Hoiwong off the reef; a freighter was also standing by the wreck unable to help because of heavy seas.

Most of the passengers ferried to the Helena were women and children returning to their homes in the Singapore area after visiting relatives in Communist China. The ship's company of the Helena laid on film shows and distributed sweets and ice-cream to the children on the 420-mile voyage from the Paracels north-east to Hong Kong.

France is now building up a Fleet train. The oiler La Saone has recently completed a major refit to enable her to support a task force at sea. A sister ship, La Seine, has already completed a similar though not quite so drastic refit.

## Friendly Wives meet in Chief Petty Officers' mess

THE Southsea Branch of the R.N.F.U.S.W. held their Christmas Party on December 8 in Jervis Hall, R.N. Barracks. The branch is very grateful to the chief petty officers of the Barracks for permitting the use of their hall, which was so beautifully decorated.

A welcome visitor to this meeting was Mrs. Curry, vice-chairman of Portsmouth Friendly Wives, who was introduced to the members by Mrs. Talbot, wife of the Commodore of the Naval Barracks.

The Farlington Drama Group entertained the members with a very amusing one-act play called "The Success Story," which was very ably produced by Mrs. Silk.

During the tea party, which was prepared by the tea committee and helpers, the music played by the Royal Marine Trio helped to give the party a very festive air.

Prizes were presented by Mrs. Curry. A bottle of sherry was won by Mrs. Pickering; a tin of biscuits by Mrs. Sibley; box of chocolates by Mrs. Raggett; Christmas cake by Mrs. Merritt, who also won the box of crackers.

The next meeting will be held in the Commodore's Conference Room, R.N. Barracks, on Monday, January 12.

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JX 148589 F. G. Ankers, JX 141035 C. Clark, JX150396 K. F. Goodwin, JX159990 H. S. Webber, JX 246230 D. Mant, JX 159333 J. A. Bowring, JX712666 G. F. Tansley.

To C.R.S.  
JX 712111 R. Carroll, JX 158902 P. R. C. Lewendon, JX 133654 E. J. Scudder, JX 581425 R. S. Richards.

To Chief Communication Yeoman  
JX 371396 P. Holdsworth, JX 292348 A. T. Bill, JX 581108 T. E. Warden.

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# 'Down under' squadron: SUBMARINERS LEARN TO Example of co-operation ATTACK ON SHORE

Little is heard by the readers of the "Navy News" of the Fourth Submarine Squadron, mainly due to the 12,000 miles that separate the squadron from home and the fact that it does not work solely with the Royal Navy. The squadron is an excellent example of Commonwealth co-operation.

THE cost of running it is shared between the United Kingdom, Australian and New Zealand Governments, and our submarines divide their time between the Australian, New Zealand and Far East Stations. To complete the inter-Commonwealth relationship some R.C.N. personnel are serving with the squadron.

The squadron is based at the Balmoral Naval Depot in Sydney's Middle Harbour. The base is in a residential area, and has probably the most pleasant setting of any naval base in the world; it was built during the Second World War, and has its own tennis courts, cinema, wet canteen and swimming pool.

The submarine messdecks have their

something to suit them. The cost of living in Australia is higher than at home, but the standard is also much higher to compensate for it, and the beer is much stronger! Families can reclaim medical expenses incurred here on the British National Health Scheme.

## 100 Days at Sea

The squadron normally has three submarines on its strength, one usually being refitted at Singapore, so it can be seen from the area covered that they have to spend a lot of time at sea. On an average each submarine steams 25,000 miles a year, which at a speed of 12 knots works out at nearly 100 days. At the time of writing, H.M.S. Aurochs is on her way home after

## Realistic view through periscope

THE Submarine Attack Teacher at H.M.S. Dolphin is designed for the training of submarine officers and men in their main job of attacking the enemy, a duty which it has successfully fulfilled for 40 years or so. It provides initial training facilities for officers and men on joining submarines, embryo commanding officers and continuation training for British and NATO submarine attack teams.

The Periscope School for training commanding officers was originally in H.M.S. Thames at Sheerness, moving to Campbeltown at the latter end of the First World War. It moved to H.M.S. Vulcan at Portland in 1919, subsequently transferring to H.M.S. Ladas at Portsmouth. At this time H.M.S. Aleo was the target ship, and Hornet was part of the submarine base.

After Fort Blockhouse became a submarine base in 1901 it was realised that much basic training in attack

technique and drill could be carried out on shore, thus allowing a submarine to be free to carry out repairs or maintenance. Accordingly the first teacher was set up in the Rose Garden.

This teacher was an extremely basic arrangement of wires and string with its plot (for assessing dummy attacks carried out) situated in what is now the captain's bathroom and its trolleyway (upon which the target runs) lying parallel to the wall, ending near the "hole in the wall." It is understood that this was a genuine "hole" to give access to the pier and has since been enlarged into the archway that can now allow cars and vans to pass.

## DUMMY CONTROL ROOM

In 1939 the attack teacher was moved to its present quarters close to the 100-foot submarine escape training tank. It is a two-storey building. The ground floor consists of a dummy submarine control room, while the upper floor provides an assessing room from which the courses and speeds of the targets can be altered and the submarine can be manoeuvred as ordered by the submarine captain in the control room. During the war the teacher was manned by Wrens, who helped many successful commanding officers to practise attacking. This teacher still relied on wire and string to a major extent and was modernised at the end of the Second World War.

This modernisation consisted mainly of using hydraulic power to move the target and turn the submarine's control room.

## SCALE MODELS

The attack teacher gives a realistic view through the periscope of up to two targets escorted by five destroyers which can weave individually or as a

unit with the target. Modern information sources can be fed in and the whole allows for realistic speeds and ranges of about 10 miles. It is customary for a gin bottle—but full of water—to be shaken over the periscope window of the captain who forgets to reduce speed sufficiently when he wants the periscope up. Accurate scale models of most of the world's war and merchant ships are used as targets. One interesting model is that called "The Perisher." This is a replica of the old Ladas and is a most difficult vessel to attack. The mast and funnel are off centre line, and the camouflage painting gives a false bow aft, giving the appearance of coming towards when in fact going away. Another interesting model is "The Tea Cup," upon which it is impossible to inclinate.

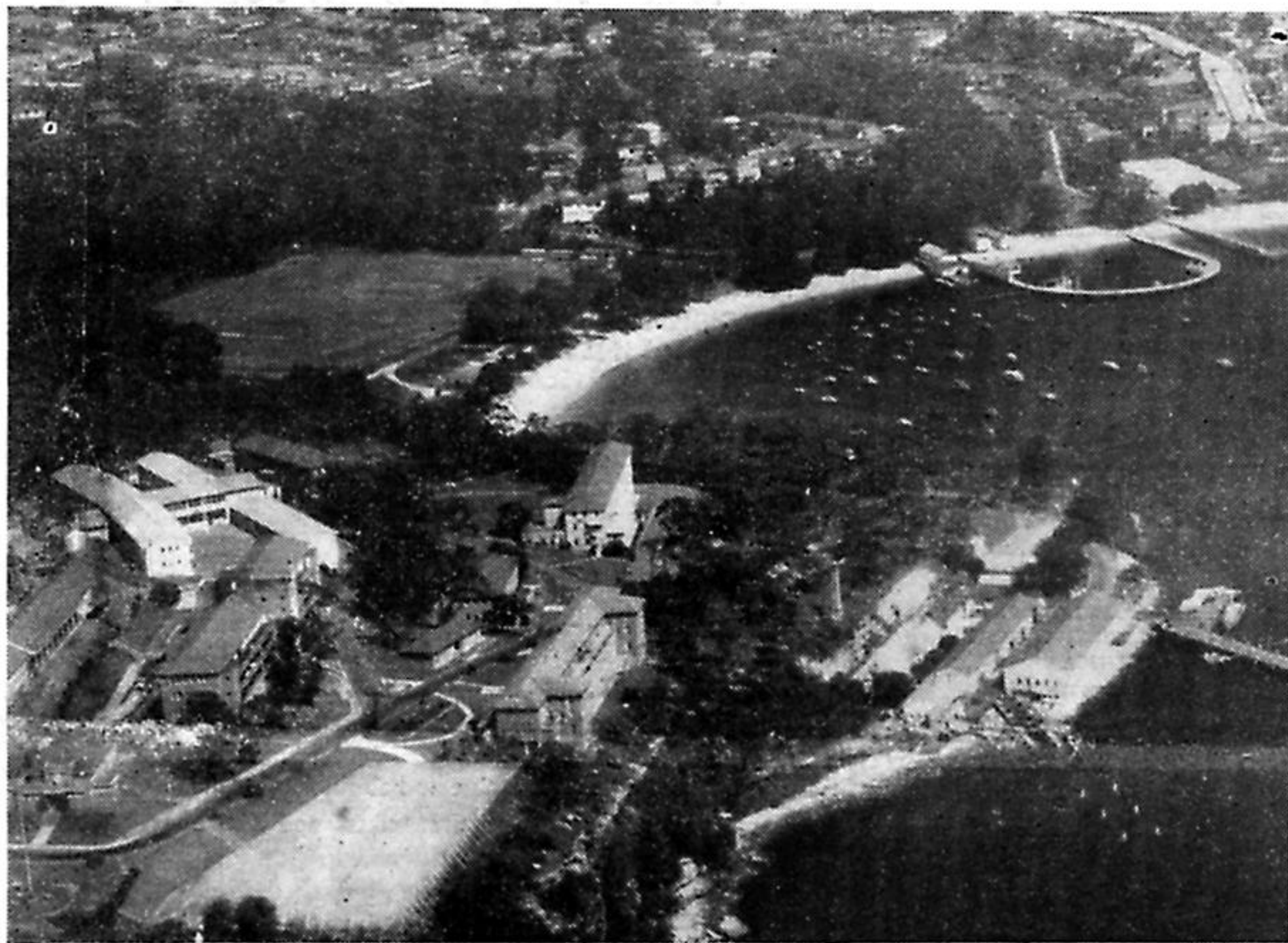
Tradition now dictates that the final attack of a "Perisher," or commanding officers' qualifying course, is carried out by "Teacher," and this may range from Cutty Sark escorted by five Victories to Kon-Tiki escorted by mermaids. All of these are made or bought by classes and form quite a collection of odd sea(?)-going craft. For models relying on sail or currents, they are nothing if not capricious when manipulated by the pupils.

## 10,000 ATTACKS

Since 1940 the names of all officers who have successfully completed a submarine commanding officer's qualifying course have been kept on the walls of the Assessing Room. To date these comprise 391 British, 32 Dutch, 24 Norwegian, nine Danish, eight French, eight Polish, five Greek, one Portuguese and one Yugoslav.

At present there are three classes for submarine commanding officers held each year, comprising five British officers and usually one NATO officer. Their initial attack training is carried out in the Attack Teacher, before they move on to obtain practical experience at sea.

Mr. E. Meyers, who has been in charge of the teacher since 1945, is retiring early this year and for those who fancy statistics has taken part in 10,000 submarine attacks, which must be a world record!



H.M.A.S. Penguin, the Balmoral naval base in Sydney's Middle Harbour. The accessibility of the playing fields and the fine natural setting are apparent

own television room adjacent—there are three television networks covering the Sydney area, one national and two commercial. There are playing fields within two minutes' walk of the gates. Incidentally the squadron has a very high reputation at soccer, both in inter-Service and in civilian leagues, five of its players being selected for the Royal Australian Navy side last season.

## Bachelors Do Less

The squadron is on a continuous commission, replacements normally being provided by two drafts a year. Personnel are on a Foreign Service Commission and are accompanied by their families if they wish. Married accompanied personnel serve for two and a half years, whilst the bachelors and unaccompanied men only do 18 months.

Accommodation is not easy to find in Sydney, and rents are high compared with the U.K.; however, the squadron has its own house-hunting organisation, while the local overseas allowance is sufficient to cover the rent, and the majority of natives quite easily find

nearly three years attached to the squadron. She will have circumnavigated the world in that time, and among the ports that she has visited are Malta, Aden, Colombo, Singapore, Hong Kong, Bangkok, Manila, Dilli (Timor), Cairns, Townsville, Newcastle (N.S.W.), Sydney, Melbourne, Adelaide, Auckland, Wellington, Key West and Curacao.

The squadron is in the process of turning over from the conventional T Class submarine to the modernised A Class, which, with their higher surface speed and better living conditions are more suitable for service out here. Telemachus, the last of the three famous T Class that have made up this squadron since its formation in 1948, is expected to return to England at the end of 1959.

## In a Film

H.M.S. Andrew will be off to Melbourne shortly to play the part of the American atomic submarine in the

filming of the novel by Neville Shute, "On the Beach." They are looking forward to co-starring with Miss Ava Gardner, but are disappointed that they have not been offered American rates of pay whilst doing so. However, it is thought that they will manage to get by on Melbourne bitter and an introduction to "Chloe."

Last but not least in this very short article on the "Down under" Squadron, it should be mentioned that the normal method of joining and leaving the squadron is by luxury liner, which has certain advantages over both air trooping and the Grey Funnel Line as a mode of travel. Mess-deck arguments here rage over the rival merits of the P. & O. versus the Orient Line, and characters have been known to become extremely bitter just because they didn't get an air-conditioned cabin with a porthole on the side of the ship that they wanted. Yes, life is pretty rugged out here.

W. H. R.

## PORTSMOUTH COMMAND TEAM

THE following players have been selected to represent Portsmouth Command in the match against R.A.M.C., Crookham (Aldershot) on January 8.

This game is in preparation for the first Inter-Command Cup game, Air Command versus Portsmouth Command, on January 14 at Fratton Park, the team for which will be announced after the R.A.M.C. match.

A.B. Deuxberry (Vanguard); E.A. Keld (Dryad); Supt. Brown (R.N.B.); L. Sea, Brown (R.N.P.T. School); P.O.M.(E.) Unsworth (Sultan); P.O. Reed (Collingwood); A.B. Davies (Dryad); P.O. Mitchell (Dolphin); E.R.A. Little-ayles (Dolphin); A.B. Topless (R.N.B.); R.E.M. Watson (Collingwood).  
Reserves: O.A. Lyons (Excellent); Wtr. Stevens (N.D.A., Haslemere); Bd. Sgt. Ward (R.M., Eastney).  
Officials: Q.M.S.I. Ayling, linesman (R.M. Barracks); S./Lt. Sheppard (R.N.P.T. School); C.P.O. Reynolds (Collingwood); P.O. Hart (Dolphin); C./Sgt. Baker (St. Vincent).

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